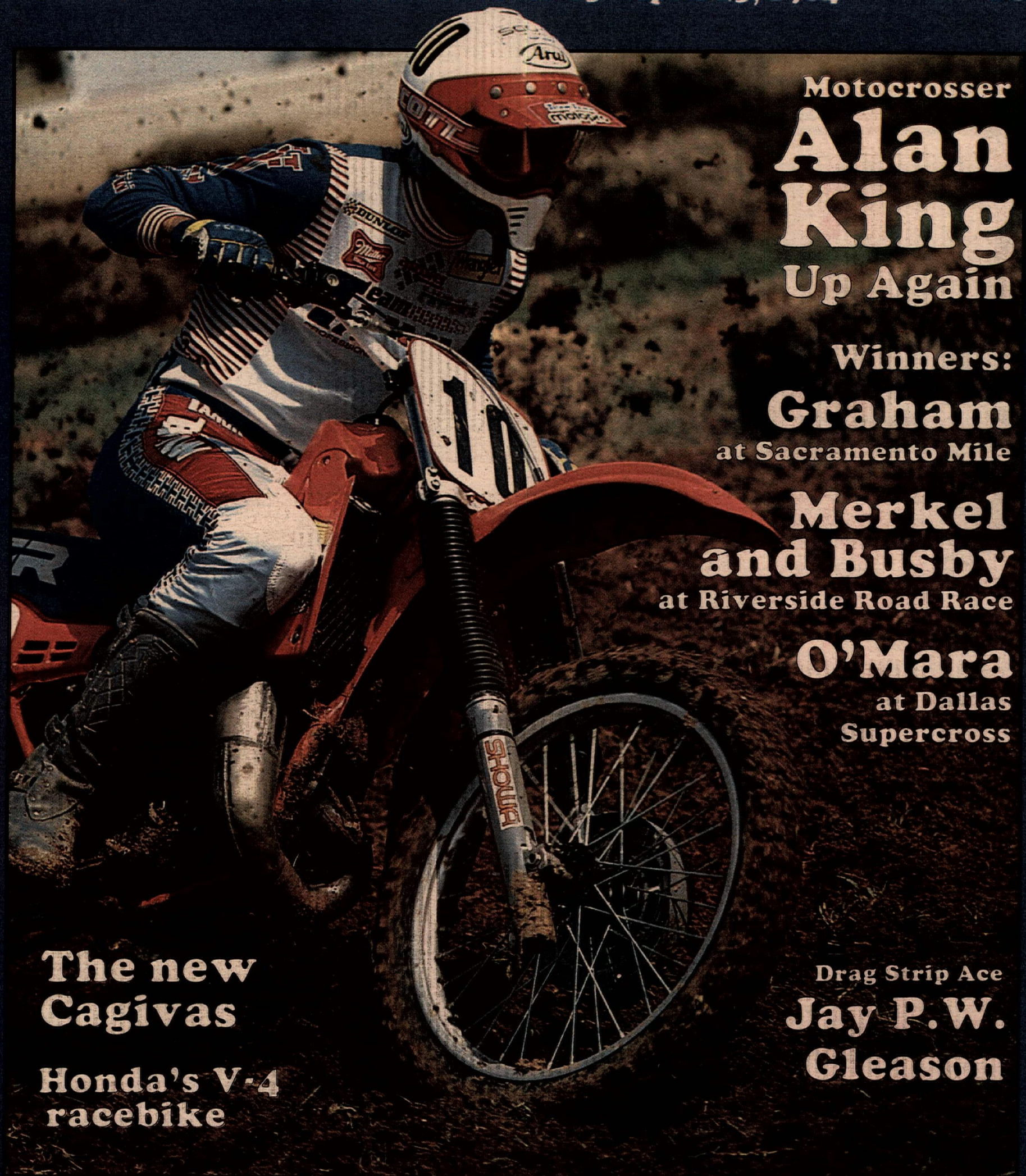
CYCLE NEWS

Suzuki's V-4 street bikes

WEST Volume XXI : Number 15 : April 25, 1984 $1.00



Motocrosser
Alan King
Up Again

Winners:
Graham
at Sacramento Mile

Merkel and Busby
at Riverside Road Race

O'Mara
at Dallas Supercross

The new Cagivas

Honda's V-4 racebike

Drag Strip Ace
Jay P.W. Gleason

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY

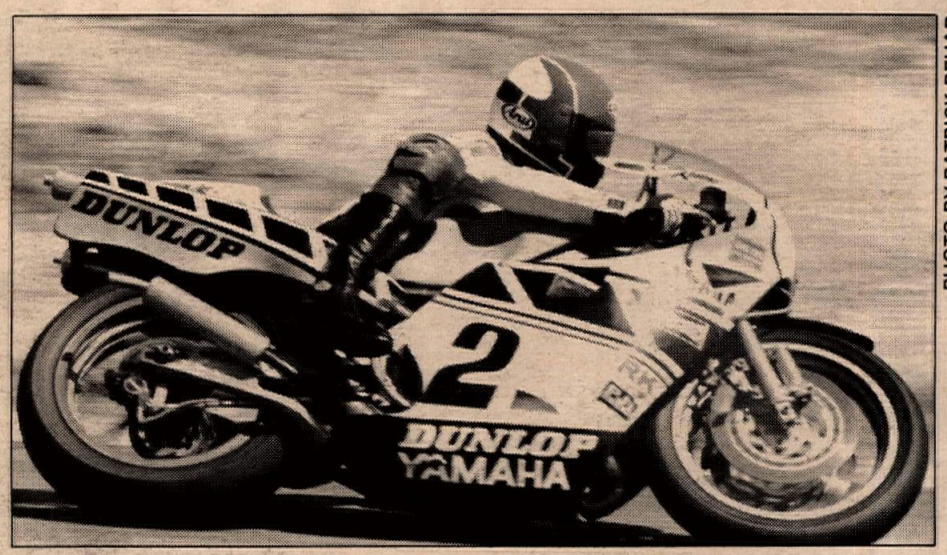
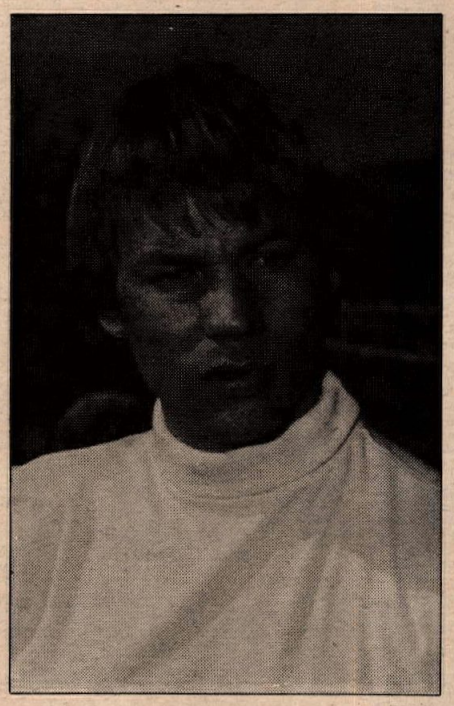


PHOTO BY PATRICK BEHAR

Last ride: John Ulrich's last official duty for Cycle World magazine was riding Kenny Roberts' Daytona-winning 680cc OW69 square four at Willow Springs Raceway. "A guy could really win some races with this thing," said Ulrich of the 305-pound, 53.5-inch wheelbase Yamaha. The Cycle World story, with technical commentary by Kevin Cameron, should appear in three or four months.

Controversy: After winning the first two Scratch main events of the season at Costa Mesa's Orange County Fairgrounds, former National Speedway Champ Mike Bast found himself off the program for week three. Costa Mesa promoter Harry Oxley, according to a press release issued by his own organization, said, "It's a shame this has to happen, especially at the beginning of the season, but I'm forced to take Bast off the program for the simple fact that he is not trying." Oxley said that Bast has failed to perform well in the Handicap portion of the speedway program, transferring only twice in his last 21 attempts. Oxley went on to state, "I have no choice in this matter as riders are racing for thousands of dollars and many of them earn the right to participate in that purse by performing well in the Handicap part of the program. I'm also concerned about rider morale."

More controversy: When we first called Bast for comment on the press release, on Wednesday, April 11, it was the first time he had heard of Oxley's action. By way of reaction Bast said, "He's got Second Division riders in those Handicap races. They don't know how to race and I'm not going to take any chances. I've been in this sport for 16 years and I have had more than my share of broken pelvises, knees, etc. The 40- and 50-yard line riders did get a letter at the beginning of the season saying that something like this might happen if we didn't transfer out of the Handicap heats in the first three weeks, but the season is only two



weeks old. I don't have anything against Harry, but I do feel that he is interfering with my right to make a living, so I will be seeing my lawyer."

Still more controversy: We called Bast on Monday, April 11, and he returned the call after speaking to his lawyer. "Harry shamed me at the rider's meeting in Costa Mesa when I wasn't there. I'm embarrassed to come back — call it pride or whatever. It would be costly to take it to the Supreme Court, so I guess I'll have to announce my retirement. Now, if Harry were to call me back and ask me to ride, then I would ride."

Honda VF1000F

10.91

That's what our Dragstrip Shootout should have said last week. The Honda turned 10.91, not 10.98; the typographical error — okay, the *big* typographical error — didn't change the Honda's placing behind the GS1150 Suzuki (10.83) and the FJ1100 Yamaha (10.86).

Other sides to the controversy: Cathy Zoellner has begun a petition drive to get Bast back on the program. She said that she had collected 400 signatures at Costa Mesa on April 13, and would be back the following Friday for more. We tried to get a Monday comment from Oxley or an International Speedway representative, but were unsuccessful.

World Champion Freddie Spencer rode his works Honda to victory in the April 15 Italian Road Race Grand Prix's 500cc race. Eddie Lawson (Yam) finished second, 20 seconds behind Spencer. Frenchman Raymond Roche (Hon) was third. Lawson continues to lead the point standings with a total of 27. Roche is second with 22 points and Spencer has moved into third with 15. Faustio Ricci (Yam) won the 250cc GP with Martin Wimmer (Yam) second and Wayne Rainey (Yam) third. Ricci and South African GP winner Patrick Fernandez are tied for the 250cc points lead with 35 each. Multi-time World Champion Angel Nieto (Gar) won the 125cc GP, while Pier-Paolo Bianchi (Cag) won the first-ever 80cc GP.

Due to an extremely hectic Monday (three Nationals) and a few other last-minute problems, you can find more Latest Poop on page 25. That is in addition to the jump listed from page three. A little confusion, but more good stuff.

The mechanical problem that sidelined Bubba Shobert while he led last week's Ascot TT event, according to Team Honda manager Gene Romero, was that a plate holding the main bearing in came loose and swung down into the primary gears of the engine. Romero said, "Nothing in the engine broke, it just locked up."

Seen at Sacramento: an airplane circling the track towing a sign that read "Where's the beef? It's on a Harley!"

Dallas Supercross notes: Suzuki's Mark Barnett took a nasty tumble when he endoed over a jump during one of the Semi Final races. Barnett hit the ground hard with his head and received a slight concussion. By the end of the night, he was only a little dizzy, but otherwise OK.

More Dallas notes: Jim Holley went home $1000 richer after flying the farthest over the diet Coke catapult jump.

The 13th running of the Anglo-American Match (Road Race) Series on April 22-23 at England's Donington Park takes on a different look this year. Rather than two races at each of three tracks, all will be run at one. In addition, it is now the British Commonwealth rather than Britain versus the USA. Kenny Roberts heads the USA squad and will be joined on OW80 GP Yamahas by Eddie Lawson. Freddie Spencer will have a choice of a three or four-cylinder Honda GP bike while Mike Baldwin, Wes Cooley, Randy Mamola and Rich Schlachter will ride RS500 production Hondas. Wayne Rainey will ride a Yamaha TZ500. Barry Sheene, on a Suzuki GP bike, will lead the Commonwealth team with Graeme Crosby, aboard a Yoshimura Formula One Suzuki, joining him. Ron Haslam, Roger Marshall, Wayne Gardner and Keith Huewen will ride production RS500 Hondas. Rob McElnea will be Suzuki RG500-mounted.

American Bernie Schreiber (SWM) took the April 15 German round of the World Observed Trials Championship, besting Fantic rider Thierry Michaud and Honda's Eddy Lejeune. Britons John Lampkin and Steve Saunders wound up 4-5 on the day.

Quester/Sullivan Racing's Mike Harlow, Dave Boggess and Jerry Holm won the opening round of the WERA National Endurance Series at Indianapolis Raceway Park. Dan Chivington and Dave Schlosser of Team Cowboy, the 1982 Champions, led by a lap until their Honda's clutch fried 18 minutes from the finish of the four-hour race; they finished 10th. Team Po Folks was second. Defending champions Team Hammer missed the race — the shortest in the series —saying they were saving money to run both 24-hour races in the series.

GP Products is organizing a charter flight from Long Beach to San Jose for the May 6 Mile. Available packages include bus transportation from the San Jose airport to the racetrack and a reserved grandstand seat. The charter will return an hour after the race ends. For more information call 714/476-0110.

Correction: D-37 desert team race women's class winners Lori Farmer and Diane Holeman rode a Honda, not Husqvarna as reported last week.

NBC's Sportsworld will televise the 1983 Widowmaker hillclimb Sunday, April 29.

Road racer Eddie Lawson was named Champion Spark Plug Racer of the Week on the March 31 edition of WTBS-TV's *MotorWeek Illustrated*. Lawson earned the honor by win-

ning the GP season's opening event, the South African GP, on March 24.

At current exchange rates, Eddie Lawson's win in the 500cc GP in South Africa on March 25 was worth $6,480 while the winner of the 80cc GP took home $1,772. The payoffs were 14,000 and 3,800 Swiss francs, respectively.

AMA Formula Two Championship Road Racing Series competitor Dave Busby, the fifth place finisher in the series opener at Daytona, is heading for Europe on April 20. Busby will be racing the 250cc Rotax-powered JJ Kobas which Spaniard Carlos Cardus took to the European Formula Two Championship last year and which Cardus raced at Daytona. "It should be an interesting trip," said Busby. "I'll be traveling with the Cobas team to the Spanish, Austrian and West German GPs and then I'll fly back to the U.S. to be at the June 10 National at Road America (in Elkhart Lake, Wisconsin)."

Laguna Seca Raceway officials say 500cc World Road Racing Champ Freddie Spencer is a confirmed entry for the July 21-22 AMA/Camel Pro Series road race there. "We have a letter from Freddie's manager, Dolph Miller, saying that all the proper permissions have been granted from Honda, and that he will ride here in July," said Laguna Seca's Art Glattke. According to Glattke, Spencer will be joined by Kenny Roberts, Randy Mamola and Eddie Lawson.

Seven-time National Speedway Champ Mike Bast will hold a two-day speedway school on May 5-6. In addition to his slideways expertise, Bast will provide video taping of students' progress. Tuition is $150, and reservations are required. Call 714/780-8261.

Bel-Ray has signed a sponsorship agreement with the Marlboro Yamaha Road Racing Team. Fourteen-time World Road Racing Champ Giacomo Agostini, director of the team, signed the agreement with Arthur Coen, managing director of Bel-Ray International. American Eddie Lawson, winner of the South African GP, and Italian Virginio Ferrari make up the team.

The United Enduro Association's Not So Tuff-E-Nuff Enduro, originally scheduled for May 6, has been moved back to June 17. The UEA has quite a run planned, a point-to-point event in southern California's San Gabriel Mountains. Camping the night before will be in a scenic campground with trees, a stream, the whole works. For all the details, call 818/285-1338.

Riders competing in the Montreal (Canada) Supercross on June 2

(Continued to page 26)

MOTORCYCLE INDUSTRY CHANGES

Due Any minute, baby Schlachter, sex unknown, to two-time U.S. Formula One Champion Rich Schlachter, 32, and wife Sue, 31, a former AAMRR Ms Match winner, in Old Lyme, CT.

Recalled California-model Honda VF500F Interceptors and CB700C Magnas; evaporative cannisters may fill with gasoline if the fuel tank is filled and the bike parked on the sidestand, creating a fire hazard; new tanks with relocated vent tubes will be fitted by dealers as needed, after inspection.

Wadded A 1984 Suzuki GS550ES, April 12, by Dain Gingerelli, 34, at Willow Springs Raceway during a Cycle Guide magazine comparison test. Other machines tested (and not crashed) include a Honda VF500F Interceptor, an FJ600 and an RZ350 Yamaha.

Born Bradley John Arnold, March 27, to Honda motocross team manager Dave Arnold and wife Linda.

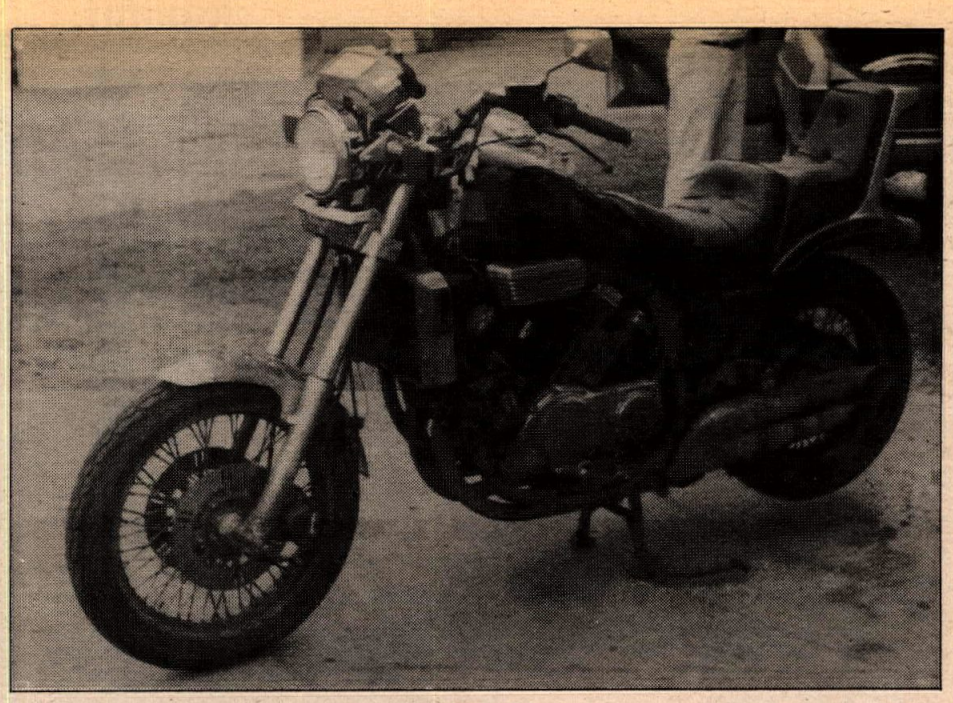
Hired Rich Richardson, 39, as district manager in the southern California area for Kawasaki Motors Corp. Formerly sales manager of the now-defunt Long Beach Yamaha-Kawasaki dealership.

Crashed Bob Gregg of Metzeler (broken leg, ankle injuries), Jon Stillman of American Honda (broken collarbone, broken rib), Ken Bruce of Young and Rubicam/Dentsu, Suzuki's advertising agency (separated shoulder) on the 10th annual Cycle World magazine Baja Trek, a three-day, 52-rider, industry trail ride/unofficial race routed from Ensenada to Mike's Sky Ranch to San Felipe and return.

QUOTE OF THE WEEK

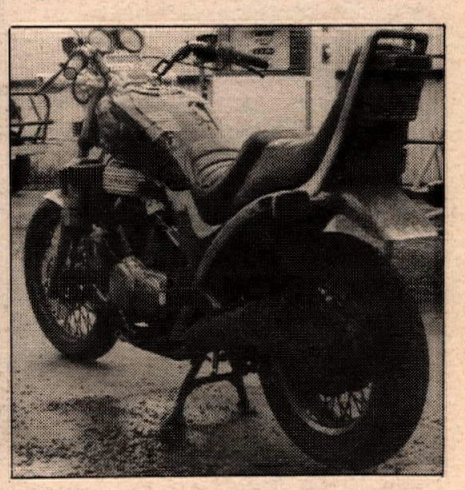
"...the Husky is the best bike of this group...Honda and Yamaha will have to take their fresh, one-year-old designs and toss them into the trash can...Congratulations, Husqvarna, for building the first *real* four-stroke of the '80s."
Dirt Bike Magazine, September 1983

Several publications published tests of the Husqvarna four-stroke after riding sessions lasting a single afternoon. Last week Husqvarna announced a recall after coming under intense pressure for persistent ignition, oil control and clutch problems...Editor



Test riders said the new Suzuki GV1200GL loafs along in its overdrive sixth gear, the only limit to cruising speed being the rider's ability to cope with the wind blast caused by the seating position.

Pre-production versions of the GV7000GL (shown) and the GV1200GL were ridden in tropical Australia to test the cooling systems: both passed the test.



The GV700GL Suzuki will be launched next month. Styled for the cruiser market, the new bike is a water-cooled V-4. Note temperature probes on the engine.

Suzuki V-4s due in May

By Mike Esdaile

BREA, CA, APR. 10

U.S. Suzuki Motor Co. refused to confirm or deny reports that two new V-4s will be introduced in the U.S. in May. Press Relations Manager Rob Saunders, speaking for the company, said "We cannot comment on that at this time."

But reliable sources report that Suzuki will soon release the bikes, which underwent a successful two-week comprehensive test session held in the tropical heat of Australia's Northern Territory in late February.

According to Mr. Nakamura, (Suzuki Motor Co., Ltd. Assistant Manager of engine design and testing), the pre-production Australian testing aimed to make certain there were no hot weather overheating problems with the machines.

Suzuki flew two V-4s into Darwin via Singapore for the tests. One was a 1200cc designated GV1200GL: the other a 700cc GV700GL designed to slide under the U.S. tariff on bikes over 700cc.

Both feature 82° Vees, dual overhead camshafts with four valves per cylinder, four down-draft carburetors mounted between the Vee, 3.4-gallon fuel tanks, shaft drive, and 16-inch rear and 18-inch front wire-spoke wheels.

The GV1200GL has a bore and stroke of 78.9x61mm and an actual capacity of 1165cc.

Bore and stroke of the GV700GL is 69x46.7mm for a capacity of 698.5cc — increasing the bore size 2.0mm would bring the capacity close to 750cc.

Both bikes feature six-speed transmission with an overdrive top and are aimed squarely at the American cruiser market. Suzuki feels Honda has this market all but wrapped up with the Magna and Shadow models but is determined to grab a slice of the action for itself. One look at the styling confirms Suzuki's intentions.

The Australian test program involved 15 days in the steamy heat of the Northern Territory where the bikes underwent stop-start testing at a deserted World War II U.S.A.F. air base.

Initially, the bikes were tested with full California specification emissions gear in place — including carbon evaporative cannisters. These were later removed for the later part of the testing, which included a 310-mile round trip to Katherine.

Assisting Nakamura with the testing were Suzuki factory tester Mr. Katahashi, and Terry Waddington and Kim Meyer of South Australian Suzuki distributor Cornell Suzuki.

Power of the GV1200GL was described as being very impressive, the engine making power from idle to the 8500 rpm redline. The VG700GL was said to have a similar powerband to the 1200, but with less torque at all engine speeds.

The testing program showed up only one fault — the 700 had a tendency to "blue" its mufflers. •

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Privateer, 250cc National points leader Alan King talks about the past and future. Interview begins on page 20. Photo by Tom Kolnowski.

INSIDE

SUPERCROSS: O'Mara "Cotton Picking" in Dallas 8
MILE: Wounded duck Graham flies to Sacto win 10
ROAD RACE: Merkel marvelous at Riverside 14
Roberts wins Imola 200 18
INTERVIEW: Privateer MXer/point leader Alan King 20
Dragstrip Wizard Jay P.W. Gleason 22
TECHNICAL: Honda's V-4 GP road racer 21
NEW MODELS: Cagiva's Italian fleet 24
DESERT HOTLINE: Alexander/Shuler ace Rovers H'n'H 30
SPEEDWAY: Christian cruises at Costa Mesa 32
WESTERN HOTLINE: McCoy's a hit at Pre-Summer Bash 34
NORTHERN DATELINE: Head cleans Jose Basin trial 40

VOICES

The San Jose Mile

Without a doubt it's the best mile show in the States, but do you remember the September, 1983 show?

Like most all motorcycle races it was sanctioned by the American Motorcyclist Association. Did you see the start/stop light mounted on a steel tripod affair positioned on the race track? Did you see the scorers seated at a table on the race track? And if that's not enough, did you see all the riders for the next heat race lined up on the race track?

C'mon AMA, wise up! Get your Safety Committee into high gear! The only things that should be on the track during a race besides the riders and bikes is the starter, his assistant and their flags.

Now, let's go racing!

RAY SEBE
Westminster, CA

Champion Eddie

Congratulations to John Ulrich for the excellent story on Eddie Lawson. Never before has a journalist been more truthful and on target. He was not afraid to admit he was wrong in misinterpreting Eddie like so many people have, and not afraid to point out Honda's efforts to undermine Eddie's accomplishments. Anyone who has followed dirt track and road racing over the years must have enjoyed and agreed with John's excellent story.

Having watched Eddie race for the past eight years, I have never seen anyone more determined to win races. Riding a Bultaco against a field of faster Yamahas, Eddie became the top Novice dirt tracker in the nation his first Pro season. The following year Eddie was the top Junior dirt tracker in the nation. His first Expert year he was a top rookie on the dirt tracks. Enter road racing and Eddie wins two 250cc and two Superbike championships. Yet, after this incredible list of accomplishments, Eddie has been over-shadowed by Freddie Spencer for his entire Pro career. Freddie is an excellent rider, no doubt, but when Eddie has posted better results you would think that he would also get more credit.

Although considered to be an under-dog by many this season, Eddie will, in my opinion, emerge as the 1984 World Champion.

MITCH J. ZEHNER
Brea, CA

Champion Freddie

It gets so tiresome hearing about how Honda steamrolls everyone and everything. It's simply unfounded bias. They can provide the ultimate equipment, but they cannot control the events that transpire while this equipment is in use. If they could, they would never lose.

Eddie Lawson is a fine rider, but I have witnessed in person at the last three speed weeks that Spencer and Roberts can ride in a different dimension when necessary. My gut feeling, Mr. Ulrich, is that Lawson will be following the leaders, Honda and World Champion Freddie Spencer at the end of this Grand Prix season.

JON SEIDEL
Kerrville, TX

Just like he did on Superbikes, eh?...Editor

Carried away

I felt I should respond to a recent article by Donna Carnagey entitled "Deukmejian 'declares war' on riders." I think Donna got a little carried away.

In the article I referenced, the fact that Mr. Briner was very offensive to ORV organizations was discussed, but in the process, an attempt was made to make the entire state administration an enemy of motorcyclists. My gosh, don't fabricate enemies, we have enough already! Clearly, Mr. Briner is the person we should concentrate on, possibly with the help of others in the government, so let's not alienate our future allies, and let's not send out politcally biased vibes in the process.

Considering the many responsibilities of the governor of the state, I am not surprised that the governor has not replaced Howard Wilshire on the OHV Commission, although I wish he would soon. Obviously our great interest in ORV affairs is not shared by others, and to think that it is is self-flattery. What we can do is let Mr. Deukmejian know who to put in there via Bob Ham or others close to the system if it hasn't been done already, and prod him with some letters. Oh, and while I'm on the subject of letters, what are the numbers of the bills of interest on motorcycle safety and OHV grant funding so we can send some letters? It's also good to know which committees these bills are headed for.

I admire Donna Carnagey for her dedication to protection of our rights, but we must remain objective and issues-oriented, and we must remain non-partisan and non-political at all costs.

RORY R. DAVIS
AMA D-36 #392C
Winters, CA

OK, Rory, here goes: AB2489, which establishes permanent funding for motorcycle safety and rider education programs, has passed the Assembly and is now headed for the Senate. It has not yet been assigned to a committee there, but sources say that it will probably go to the Transportation committee. SB1887, which would allow Green Stickie-registered motorcycles limited access to public roads for refueling or trail connection purposes, is currently before the Senate Transportation committee, but is on hold pending an interim study and public hearing. SB1476, known as the Trail Marker Bill, would make it a misdemeanor offense to remove or sabotage course or trail markings, and a felony if such action should contribute to serious bodily injury. That measure will be heard by the Assembly Criminal Law and Public Safety committee. Finally, the Assembly Natural Resources committee is slated to hear AB3635, which would require federal agencies to go through the State Environmental Quality Agency before issuing permits to OHV events. That could prove to be a major stumbling block in the already-complex process of getting major events approved. As always, riders can write to their Assembly and Senate representatives care of the State Capitol, Sacramento, CA 95814...Editor.

Thanks for the help

I was practicing at Saddleback Park the Wednesday before the National and took a bad fall, rupturing my spleen on impact. By Sunday I was down about my injury and not having insurance.

After the race, my good friend Paul Fritz told me about a donation-type auction he organized with the approval of Saddleback Park. This brings me to thanking each and everyone involved, especially Team Kawasaki, Team Honda's Johnny O'Mara, David Bailey, Ronnie Lechien, Danny Chandler, the Team Yamaha riders, John Bassett, the Baders, Vowells, Clarks and everybody who donated towards my hospital bill.

I am recovering nicely now, so thank you very much.

JOHN REINHOLT
Ocoee, FL

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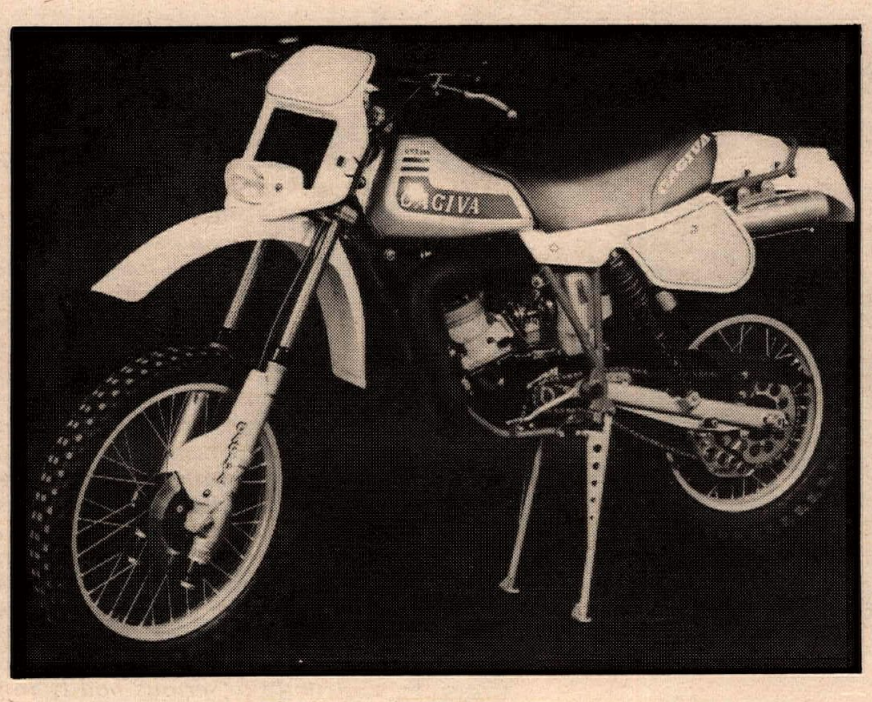

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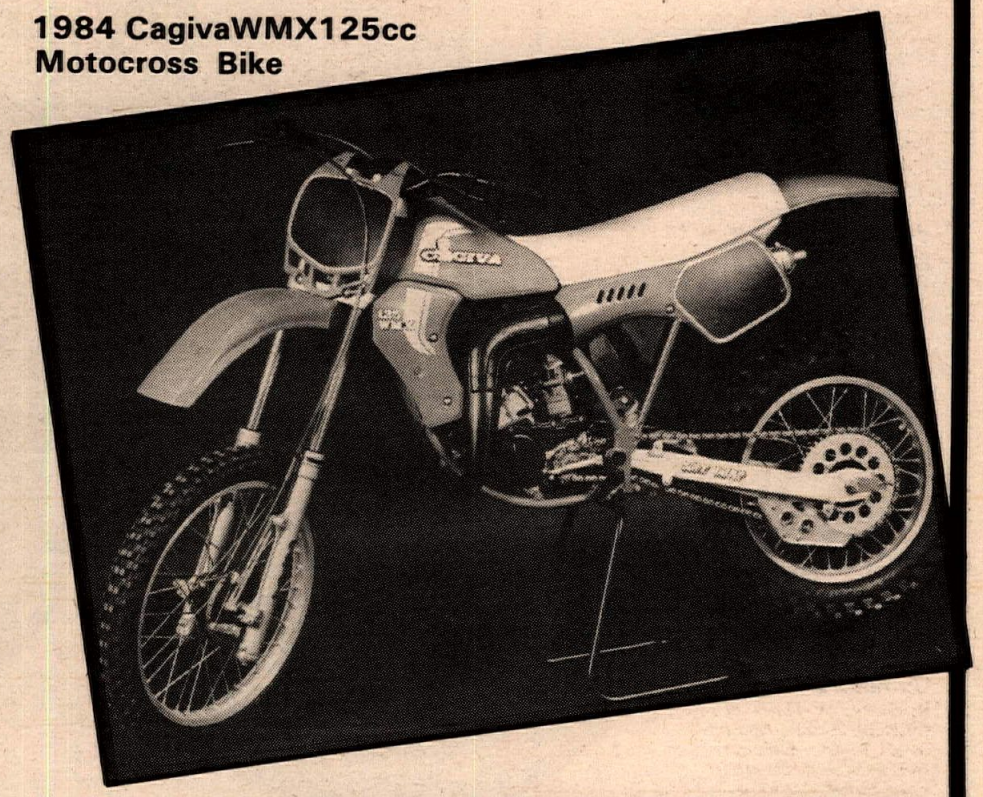

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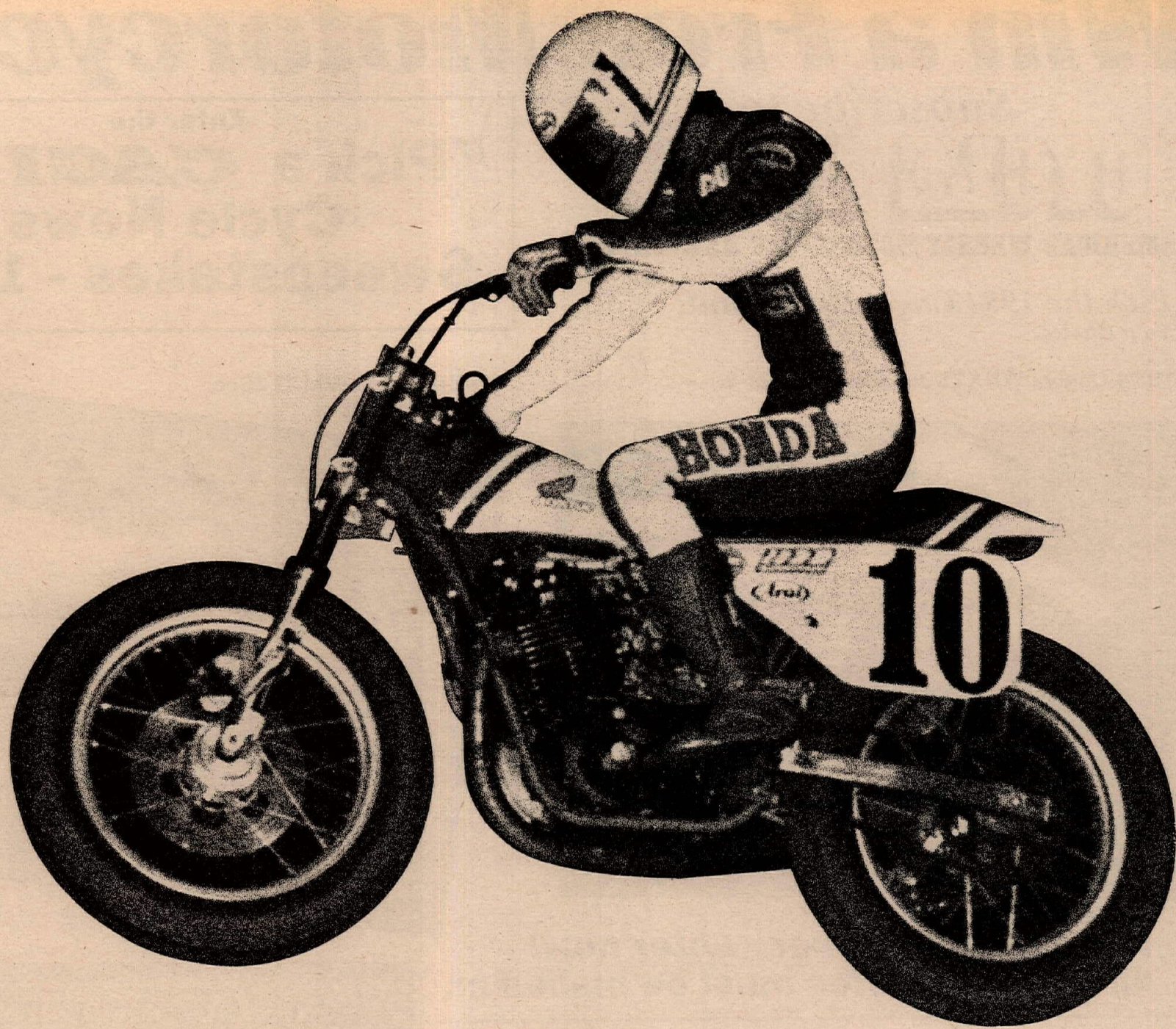

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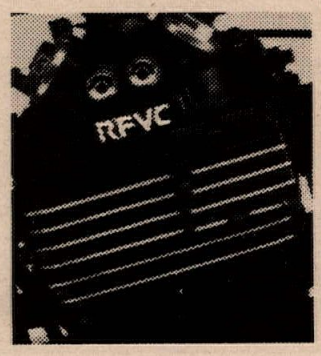

We put RFVC (Radial Four-Valve Combustion chamber) where the competition can read it as we go by.

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WHY FIRST CLASS
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HONDA

FOLLOW THE LEADER

Even though Bob Hannah captured the holeshot in the main, Johnny O'Mara (5) was the leader two turns later.

Insport/Wrangler Supercross Series: Round 6

Johnny 'O' lassoes Dallas

By Kit Palmer

DALLAS, TX, APR. 14

Team Honda's Johnny O'Mara clearly dominated the sixth round of the Insport/Wrangler Supercross Series at the Cotton Bowl. "Everything went great," said O'Mara after his victory. "I got an excellent start, made some time right away and that basically did it. I tried to ride smoothly and not make any mistakes."

O'Mara's win gives him his largest points lead so far, an 11-point advantage over Yamaha's Rick Johnson, 243-232. Johnson finished second in Dallas, but not without a fight. He had to recover from a poor start and spent the last few laps of the main event battling with Kawasaki's Jeff Ward. Ward ended the night in third and now totals 217 for third in the standings.

Qualifiers

Privateer Russ Wageman, aboard a Yamaha, holeshot the first qualifier ahead of Suzuki's Mark Barnett and O'Mara. However, Wageman's lead was short-lived and Barnett just cruised past, as did O'Mara. Barnett had a few seconds on O'Mara, but they didn't last long. O'Mara reeled in the lone Suzuki factory rider and passed him in a tight left-hander. O'Mara's teammate, Bob Hannah, had worked his way up to the front after a fair start and took over third at the halfway point in the eight-lap race. Behind Hannah ran his Hangtown nemesis, Yamaha's Keith Bowen. The order stayed put from there to the finish, with O'Mara winning by seven seconds. Team Tamm's Jeff Hicks finished fifth.

Yamaha teammates Broc Glover and Johnson were favorites to win the second qualifier, but a first-turn pile-up left Johnson in mid-pack and Glover almost dead last.

Among those left upright, Suzuki Support rider Rick Ryan assumed the lead over Team Tamm's Jerry Surber and factory Kawasaki rider Billy Liles. Liles quickly passed Surber and set out after Ryan, passing him at the end of the second lap. At the same time, Johnson moved his production-based YZ into third, and then took over second a few turns later. Soon he and Liles were arguing over the lead.

Liles tried every trick he knew to keep Johnson at bay, and for three laps he did hold on to the lead. However, with two laps remaining, the leaders ran into lapped traffic and Johnson saw his chance. Over a set of doubles, Johnson soared past Liles while the Kawasaki pilot stayed close to the ground to avoid the heavy traffic. Johnson went on for the win while Liles followed. Glover put in a fine ride, working his way up to third. Ryan and Honda-mounted Don Turk rounded out the top five.

Ward forced his way into the lead at the start of the third qualifier. However, while negotiating a long whoop section after the near 180-degree first turn, Ward crashed and ended up pushing his bike off the track. "(Kenny) Keylon landed on the back of my seat and dragged me down," said Ward later. "Then my throttle stuck and I had to fix it before I could get restarted."

After two laps had gone by, Ward remounted his slightly bent works bike and cruised around. Meanwhile, Honda's Ron Lechien was running at the head of the pack, followed at a safe distance by Kawasaki's Goat Breker. Honda pilot Clint Hardick was cruising in third. Lechien went on to develop a huge lead and was unchallenged for the win. Breker, with an ailing knee, fell with only a few laps remaining. Hardick finished second as a result. Yamaha pilot Mark Murphy took fourth, followed by Fred Andrews.

The final qualifier was all David Bailey's. After a second-place start behind Yamaha-mounted Rodney Smith, the factory Honda pilot chiseled out a large lead. Smith dropped back to sixth while a battle for second brewed between Yamaha-armed Jim Holley, Kawasaki's Kent Howerton and Team Tamm's Alan King, mounted on a Honda. The battle was fierce, but Howerton edged past Holley for second with two laps left. Then King and Holley started going at it handlebar to handlebar. King finally made a move stick on Holley, a pass over a double jump. In the end it was Bailey, Howerton, King, Holley and Team Tamm's Chris Heisser.

Quarter finals

Suzuki Support rider George Holland captured the early lead in the first quarter final, pursued by Honda-mounted David McClain, Guy Cooper and Team Tamm's A.J. Whiting. Holland's lead extended while Whiting picked off riders one by one until he was knocking on Holland's back door. With two turns remaining, Whiting stuffed it underneath Holland and took the win. McClain took third followed by Yamaha-mounted Scooter Stafford and Cooper.

It was all Ward's show in the second quarter final as he easily led start to finish. The Kawasaki rider extended his lead to 15 seconds on the second-place runner, Terry Tinnery on a Yamaha. Two other Yamaha riders, Danny Storbeck and Hunter Carothers, finished third and fourth ahead of Kawasaki rider Dennis Hawthorne.

Semi finals

The first semi was a Yamaha showdown between Glover and Johnson. Glover grabbed the holeshot followed by Hicks, Whiting, Holland, Barnett and O'Mara. Two laps into the race a pile-up took out Holland and set Barnett back to mid-pack. A few turns later, Barnett endoed hard off a jump, landing head first. Barnett was slow getting up because of a concussion he received, and that put an end to his night.

Up front Glover enjoyed a comfortable lead, while Johnson worked his way up from a poor start to control second by the end of lap three. At the same time, O'Mara crashed and dropped to seventh. Johnson started to reel in Glover, and during the white flag lap, he was glued to the leader's fender. Johnson stuck his front wheel next to Glover's in every turn, and with two turns to go, he went for it. "Broc made a small mistake in the whoops and I managed to pull alongside him. Then he missed a shift and I got by. I got a little squirrely before the tabletop jump, then I almost went down when my front wheel washed out. Then Broc made another mistake and I realized I had it made," said Johnson. "It was a matter of Broc making three mistakes and me only making two. You'd think Broc and I are trying to kill each other out there, but when it comes to riding close, we give each other a lot of respect."

Johnson took the win over Glover, O'Mara, Holland and Whiting.

Bailey shot into the lead of the second semi, towing along Lechien, Ward, Howerton and Hardick. While Bailey was running away from the pack, Lechien and Ward disputed second. Five laps into the race Ward started to hound Lechien, but the Honda rider wouldn't give in. During one lap the two traded positions twice, and eventually Ward came through in sole control of the runner-up spot. At one point King followed in fourth, but his Honda suffered a lower-end seizure and put him out. Bailey sailed to the win over Ward, Lechien, Howerton and Holley.

Consolation

Liles had no problems topping the consolation race, leading start to finish. Wageman finished second ahead of Honda-mounted Jeff Frisz, new Team Tamm member Eric Eaton, and David McClain.

National

Over 30,000 spectators were on their feet as the pack funneled through the first turn at the start of the main. "Hurricane" Hannah got there first, but got stuffed and was forced wide. O'Mara took the initiative and the lead.

By the end of the first lap O'Mara had five seconds on Hannah, but Hannah ran into more troubles during the second lap and dropped back to fifth. Holley took over second, but he was being pressured by Glover and Bailey.

O'Mara led from start to finish in the main and was unchallenged. He now leads the point standings by 11 over Rick Johnson.

David Bailey (1) chases Broc Glover (3), Jim Holley (28) and Hannah (16) during the main. A collision with Glover shortly after dropped Bailey back.

By the time the third lap was complete Glover and Bailey had sailed past Holley and were engaged in a dogfight for second, staying within whispering distance of each other for the next two laps. However, the duel ended in a spectacular crash that sent Glover's Yamaha endoing into the grandstands. The two collided in mid-air over a jump, with Bailey recovering first and continuing on. Glover had to pull his bike off the lap of a spectator, who amazingly enough, was unhurt, then wrestle it over the guard rail and down a three-foot wall.

"I came over the top of the camelback jump and made a little mistake, letting David get underneath me," said Glover. "Then I tried to square him up but he went straight into my side. I don't think that David expected me to come up that hard on him. I went down and my bike sailed over the berm and into the stands. It's amazing that no one was hurt!"

"Broc doesn't decide to race until someone tries to pass him," said Bailey. "I was a little bit in front of him and couldn't see what he was doing. All I did was hit the jump as fast as I could because I knew he would square it and go underneath me. I'm not out there crazy, a wide-open "Magoo" trying to run over people. It was a completely accidental thing on my part, and on his too, I'm sure. It was unfortunate, but we were both going for the same line." Bailey recovered in eighth while Glover re-entered the race a lap and a half down.

The crash put Lechien into second ahead of Holley, Hannah, Ward, Liles and Johnson. During the fifth lap Holley dropped back to eighth and handed Ward, who had just passed Hannah, third. Bailey quickly advanced to fourth while Johnson also moved in on the action, passing Hannah and setting after Bailey.

Near the end of the moto Johnson did make it past Bailey, and Ward was his next target. Ward was a reluctant victim for two laps, but when he got a bit sideways over a jump, Johnson found a way by. By this time there was no chance of Johnson catching O'Mara.

O'Mara sailed easily to take the win while Johnson crossed the checkered in second. Ward finished third ahead of Bailey, Lechien, Liles and Hannah.

Jeff Ward crashed in his qualifier but finished third in the main.

"I had no problems out there," said O'Mara. "I tried to ride smooth and not make any mistakes. All the way I watched my mechanic Jim Felt holding the chalkboard to see how far ahead I was. I could tell I had it pretty comfortable."

"I got a bad start," said Ward. "Johnny was out in front and was given a huge lead by people crashing. Then I got a cramp in my leg a lap or two before Johnson started catching me. I couldn't take right handers. I would put my foot out and it would cramp right up."

"I'm pretty disappointed," said Bailey. "I felt I could catch O'Mara and I'm pretty upset that they cut the laps down to 18 instead of 20. The promoters decided to cut the race down two laps to try and make the racing more exciting. I don't like it when they feel that they can change the rules around whenever they feel like it!" ●

Results

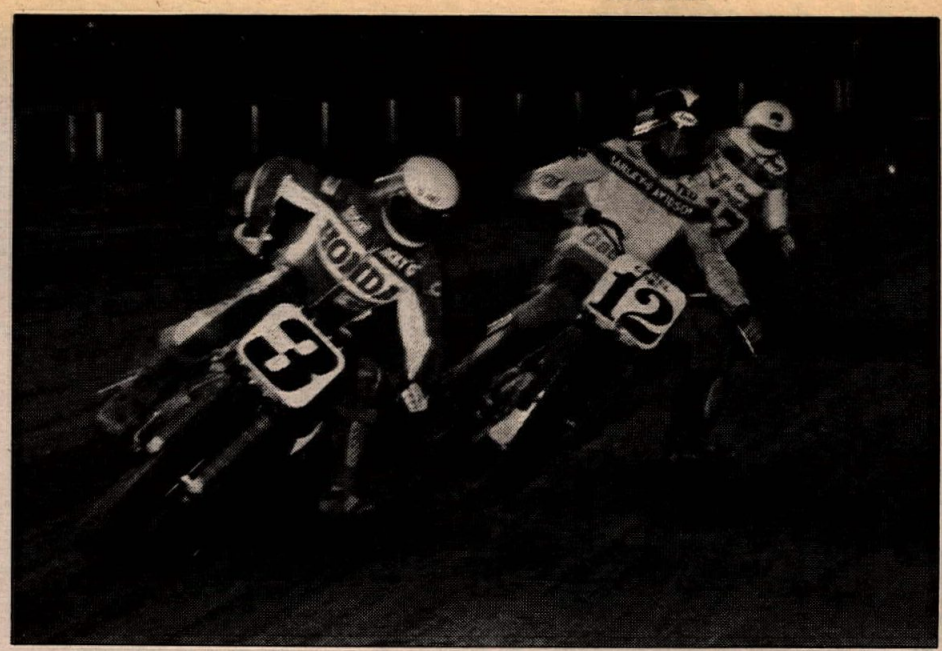
18-LAP FINAL: 1. Johnny O'Mara (Hon); 2. Ricky Johnson (Yam); 3. Jeff Ward (Kaw); 4. David Bailey (Hon); 5. Ron Lechien (Hon); 6. Billy Liles (Kaw); 7. Bob Hannah (Hon); 8. Kent Howerton (Kaw); 9. Jim Holley (Yam); 10. Clint Hardick (Hon); 11. Rick Ryan (Suz); 12. Danny Storbeck (Yam); 13. Jeff Hicks (Hon); 14. Goat Breker (Kaw); 15. George Holland (Suz); 16. A.J. Whiting (Hon); 17. Don Turk (Hon); 18. Broc Glover (Yam); 19. Russ Wageman (Yam); 20. Kenny Keylon (Yam).

INSPORT/WRANGLER SUPERCROSS SERIES POINT STANDINGS: 1. Johnny O'Mara (243); 2. Ricky Johnson (232); 3. Jeff Ward (217); 4. David Bailey (204); 5. Ron Lechien (183); 6. Mark Barnett (172); 7. Broc Glover (169); 8. Bob Hannah (132); 9. Billy Liles (116); 10. Alan King (112).

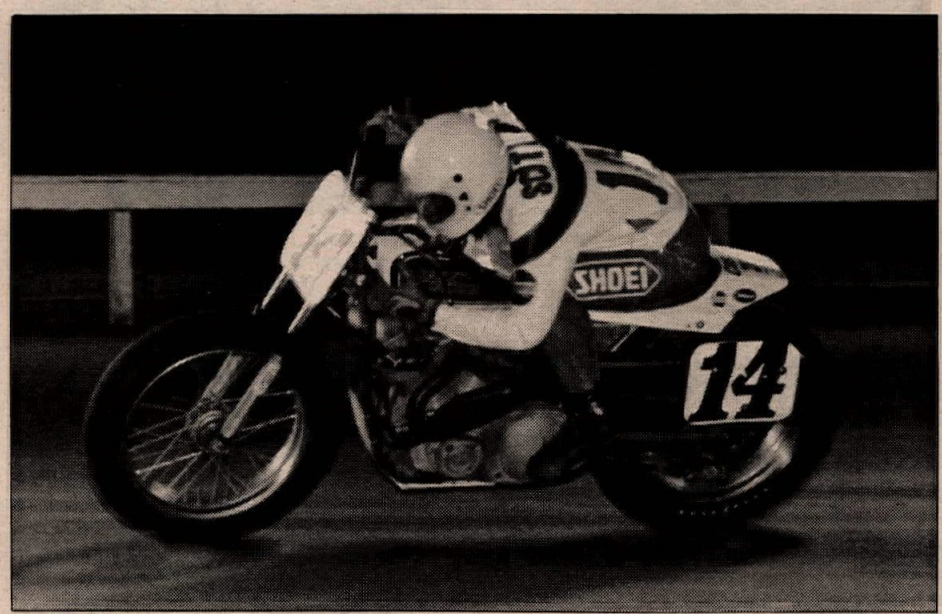
(Above) Johnson (17) just before passing Ward for second during the main. (Below) O'Mara is interviewed by speedway star Bruce Penhall.

PHOTOS BY MUSH EMMONS

Filice, Graham, and Boody celebrate the completion of the Sacto Mile, along with Miss Camel Pro and Miss Harley-Davidson.



(Above) Graham, Boody, and Filice were never any further apart than this for the entire final. (Below) Fifth-place finisher Hank Scott.



AMA Grand National Championship/Camel Pro Series: Round 5

Graham and Honda take Sacramento Gold

By Matt Hilgenberg

SACRAMENTO, CA, APR. 14

Team Honda's Ricky Graham ignored doctor's orders and won the Sacramento Mile despite having fractured his heel just four weeks ago. Some doubted Graham's ability to compete, but he qualified fastest, won his heat race and held off extensive pressure to win the main event, taking his second Camel Pro Series victory of the season on a Honda tuned by Dave Hubinsky and Sparky Edmondson.

"We worked extremely hard over the winter to reach this point and tested thoroughly," said Honda dirt track manager Gene Romero, himself a former (1970) Camel Pro Series Champion. Romero himself supervised chassis set-up for Graham. "The ultimate test of our efforts was the Sacramento Mile. That's our baseline. From this point on we will improve. Now we go to work."

Romero's comments brought to mind something former (1975) Camel Pro Champion Gary Scott told reporters just days before the race. "I think Honda will get its act together, and when they do, there will be no stopping them."

Ted Boody, on Tex Peel's Harley-Davidson, and Jimmy Filice on the Harley Owner's Group (H.O.G.) Harley-Davidson gave Graham more than a run in the main, the trio putting on one of the best shows in racing. All three riders went into the turns side-by-side, their handlebars banging together, all at over 100 mph.

Qualifying

Terry Poovey looked smooth and fast on his way to a third place qualifying position at 38.003 seconds. Right in front of him was Ohio's Hank Scott, at 37.912. Top qualifier Graham was nearly a half-second in front of the masses, at 37.433 seconds. Things were looking good for Team Honda, with Bubba Shobert qualifying fifth on the well-prepared oval, just five-thousandths of a second behind Team Harley-Davidson's Grand National Champion Randy Goss, at 38.057.

Heats

The first of four 10-lap heats was staging, but without Shobert. In the Honda pits, the mechanics were trying frantically to get the bike running on both cylinders. A faulty coil was thought to be the culprit, but it turned out that the choke on the front carburetor had stuck on. Shobert was waiting patiently on the line as the last call was made, and they just barely made it. The heat got off to a quick start, with Shobert, not letting the delays bother him, grabbing the lead.

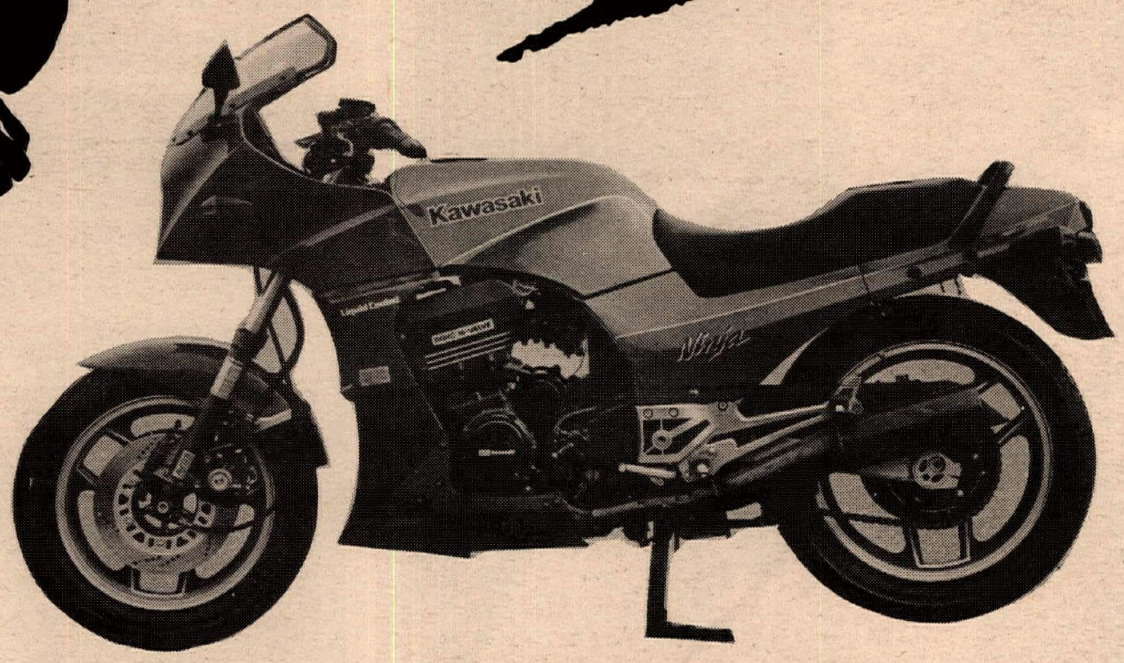
By the completion of lap one, Graham had worked his way into the lead, followed by Shobert, Steve Morehead, Alex Jorgensen, Tim Mertens and Scott Pearson. The Honda teammates were riding as if they were in the main. It was Shobert leading into turn three, then Graham first by turn one. By lap four, Graham claimed the lead for good. Shobert was secure in second, but the third and final direct-transfer position was still up for grabs. Jorgensen was slightly behind Morehead, but was closing rapidly. Going into turn one on lap seven, Jorgy made his attempt, but couldn't get by. Turn three saw Jorgensen passing, but Morehead wasn't going to give up. They ran side-by-side on the frontstraight, but Morehead got the nod at the flag, making the final.

Heat two, the fastest heat of the night, was a show between Boody and Hank Scott. Scott pulled to the front of the pack, and held it for five laps until Boody managed to squeeze by. Behind them, Gary Scott, Ronnie Jones, and Fran Brown each decided he was going into the point-paying main. Gary Scott held third for most of the race, but it was Jones succeeding in the end, following Boody and Hank Scott across the line for third. Boody said later, "I finally got a good bike — things are looking pretty good tonight, but I still have one race left."

Jimmy Filice, the pride of the Harley Owner's Group, made an impressive charge to the top in heat three, starting in fifth. Terry Poovey, who was riding as hard any anyone tonight, appeared to have an easy win, until Filice moved by Jay Springsteen, Garth Brow, and Pete Hames to challenge for the lead. On lap seven, Filice passed Poovey on the frontstraight. It didn't last for long, however, as Poovey was back past on lap nine, in turn three. At the flag though, Filice's H.O.G./Kal-Gard Harley was the winner. Springsteen's factory Harley was the last direct-transfer machine.

Two members of the Harley team were going at it in the final heat. Number eight qualifier Scott Parker was the initial V-Twin off the start line, but that was to be the end of his stint as leader. Goss soon maneuvered to the front, clear from the pack. Rookie Robert Land made some excellent moves in passing Parker on lap three, going into turn one. Rich Arnaiz was nearby in fourth, waiting

Ninja



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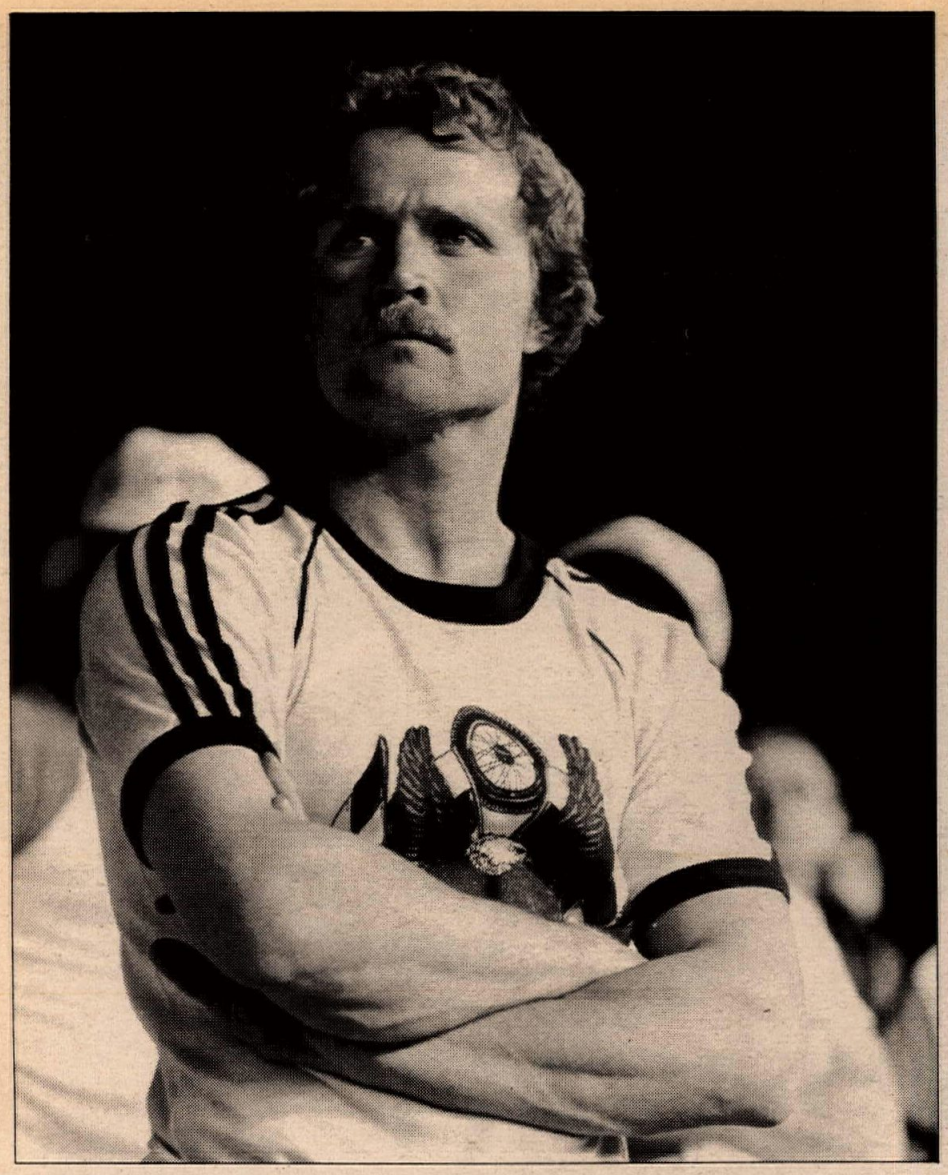
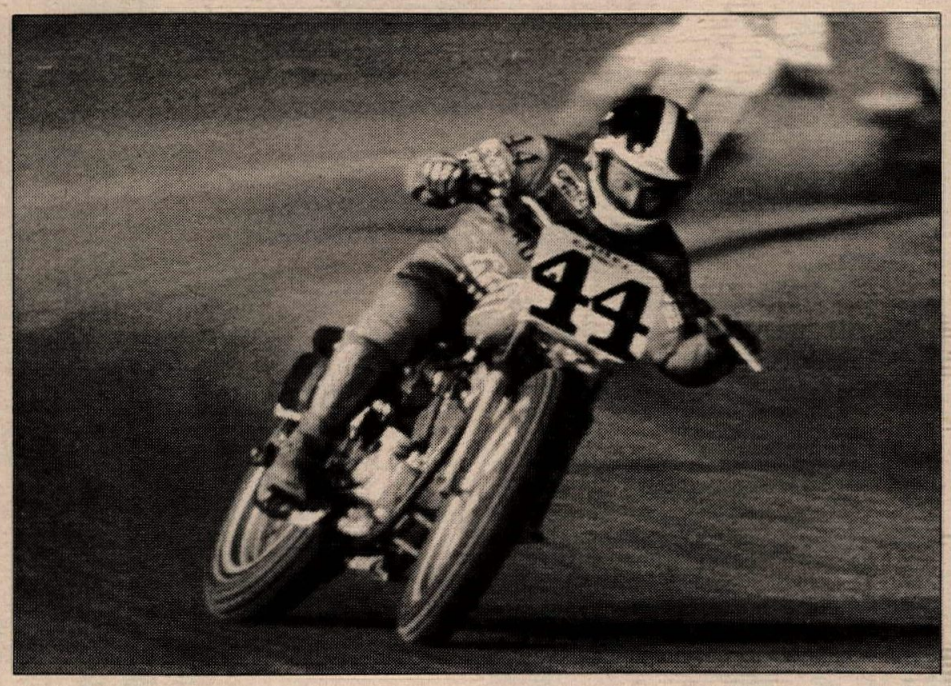


National points leader and fourth-place finisher Randy Goss.

(Above) The night's fastest Experts, prepared for the 25-lap main. (Below) Alex Jorgensen, eighth-place finisher, at speed.



for a mistake.

Goss by this time was stretching his lead, which he held for a convincing win. The Land/Parker/Arnaiz battle didn't let up until lap five, when Parker was forced high, dropping several positions. This seemed to inspire the Harley teamster, as he started a drive that carried him to second at the conclusion. Tom Maitland was also on the move, and secured third at the completion of this last Expert heat.

Semi-finals

Alex Jorgensen left no doubt in anyone's mind as to who was going to win the first semi-final. He pulled the holeshot and stretched his lead lap-by-lap until the finish. For the other transfer place, there was a contest that kept the crowd on the edge of their seats. Fran Brown, Doug Chandler and Gary Scott were all trying for the coveted spot, supplying the spectators with some excellent racing. At the end, they finished in that order, Brown, Chandler, Scott.

The second semi-final was red-flagged due to a crash in turn three on the first lap. The restart showed much the same results; Brow was first into turn one, followed by Jeff Haney, Keith Day, and Arnaiz. The positions remained fairly stable, with the exception of Hames, who was passing a rider about every two laps. On lap nine, Hames moved past Brow on the frontstraight. In a near-video finish, Brow got a wheel past Hames for a win. Jeff Haney was third, followed by Keith Day.

Last Chance Qualifier

Some of today's top runners were on deck prior to the Last Chance race. Gary Scott, Chandler, Day, and Scott Pearson were just a few of the names that didn't make it on their first two attempts. They went at it as though it was the National itself. None of the top four riders were ever out of contention, but the final order had Jay Beach on top, followed by Team Honda's Chandler in third, just behind Pearson. Chandler later complained of handling problems.

Junior National

Chris Carr was on usual form, riding with such smoothness and speed that none of his rivals could catch him. After taking the top qualifying spot over six-tenths of a second ahead of the field, Carr proceeded to run away from the field on his Ron Wood-prepared Wood-Rotax. In his heat, Carr was a full straightaway over runner-up Terry Wahl by the end of the six-lap stint. Dana Perri rode a Yamaha to third.

Four minutes, 5.227 seconds after the second Junior heat race started, Wiley Duvall rode his Harley across the finish line, taking the checkered flag. Filling the other two transfer positions for the final were George Roeder and Tim Hampton, both Harley mounted.

Roger Thompson was the victor in the third and final heat, after dicing with second-place finisher Chad Felicio. Tim Skov took his Wood-Rotax into third.

To fill out the field for the main, three riders were transferred from a single semi-final race. Mike Arthur earned the better starting spot due to his win in the semi, with Randy Bird and James Dunlavey also receiving a chance to go for the trophy.

When the green flag dropped in the final, Carr jumped to an immediate lead, which he never relinquished. His ride was nearly flawless, as he pulled from the trailing pack a little more each lap. "At the end, I was taking higher lines, then getting back a little farther on the seat. It worked great, I was getting a better drive out of the corners," Carr noted.

While Carr was experimenting with lines, there was some serious racing going on behind him. On the first lap, Thompson and Duvall were going at it, with Duvall finally coming out ahead. Duvall was beginning to stretch the margin he held over Thompson until lap six, when Thompson started gaining ground. On lap eight, Thompson went by on the inside, going into turn one, and held it to the finish.

The battle for fourth was as exciting as any. Roeder, Felicio and Arthur all wanted it, but it was Roeder prevailing in the end.

Thompson, commenting on his attempt to catch Carr, said, "I could see him cross the start/finish line when I was coming out of turn four, I was pushing it as hard as I could, but couldn't catch him."

After taking his victory lap, Carr came up to the finish line, slid the rear wheel around until he was facing the grandstands, and threw a fist jubilantly into the air.

Expert final

The Experts looked like a pack of wolves as they waited for the flag. When it dropped, Boody jumped out front, closely followed by Filice, who got the lead before the completion of lap one. Graham was in third, with Poovey in fourth. All four riders were bunched up, ready to jump into the lead.

They were dicing fiercely, Graham and Boody going back and forth for second, never more than a wheel-length behind Filice. Shobert was right behind, having his own battle with Team Harley riders Goss and Springsteen.

Then, on lap five, Poovey's bike began to leak oil; the sump had fallen off his Harley. The officials tried to black flag him on two different occasions, but to no avail. Finally, the race was stopped to get the potentially dangerous situation taken care of.

During the down-time, Team Honda and Filice all changed rear tires, which may have been the deciding factor in the end. The restart had Graham regaining his lead, followed by Boody and Filice. Most of the riders held their positions as they came off the line, but Hank Scott was on the move, jumping into fourth right away. The top four riders were wheel-to-wheel on the straights, and bar-to-bar in the corners.

The top positions stayed the same for the rest of the event, but the fighting wasn't over. "We were testing each other out there. But once he (Graham) saw his wheel ahead of mine and I let him go, that was it," Boody said after the race. He continued, "I didn't change my tire before the restart. I thought I'd be able to take it easy, but I really had to get going." At the conclusion of the night's final race, his rear tire had no tread left on the entire left side.

Just past the halfway point, Goss and Brow drafted Scott on the back stretch. Then Brow passed Goss for fourth, but faded to sixth by the time the checkered flag fell. Goss held on for fourth, with Scott on his tail.

After the traditional wheelie with the flag on the victory lap, Graham came up to the finish line area. Due to his fractured heel, he couldn't walk without assistance. Graham was helped onto the podium, and was given crutches to make it back down. "That's the way I always win these miles," Graham said with a wink, "just run it a little harder into the corners." His time away from riding was also felt, "My back is real sore, not to mention my heel. That was a lot of work." ●

Results

25-LAP NATIONAL: 1. Ricky Graham (Hon); 2. Boody (H-D); 3. Jimmy Filice (H-D); 4. Randy Goss (H-D); 5. Hank Scott (H-D); 6. Garth Brow (H-D); 7. Bubba Shobert (Hon); 8. Alex Jorgensen (H-D); 9. Steve Morehead (H-D); 10. Scott Parker (H-D); 11. Tom Maitland (H-D); 12. Ronnie Jones (H-D); 13. Pete Hames (H-D); 14. Jay Beach (H-D); 15. Jay Springsteen (H-D); 16. Fran Brown (H-D); 17. Terry Poovey (H-D) disq.

JR FINAL: 1. Chris Carr (W-R); 1. Roger Thompson (H-D); 3. Wiley Duvall (H-D); 4. George Roeder (H-D); 5. Chad Felicio (W-R); 6. Mike Arthur (Rot); 7. Randy Bird (Tri); 8. Jim Skov (W-R); 9. Jim Hampton (H-D); 10. Dana Perri (Yam); 11. Jerry Wahl (C-A); 12. James Dunlavey (H-D).

CAMEL PRO SERIES GAND NATIONAL POINT STANDINGS: 1. Randy Goss (53); 2. Ricky Graham (51); 3. Doug Chandler (33); 4. Alex Jorgensen (31); 5. Scott Parker (27); 6. (TIE) Steve Eklund/Pete Hames (25); 8. Jay Springsteen (23); 9. Bubba Shobert (21); 10. Kenny Roberts (20); 11. Garth Brow (19); 12. Terry Poovey (17); 13. (TIE) Ted Boody/Steve Morehead/Freddie Spencer (16); 16. (TIE) Fran Brown/Hank Scott/Eddie Lawson (11); 19. (ITE) Randy Green/Terry Poovey (10).

WARD TIGHTENS THE NOOSE AT HANGTOWN.

AMA 125 NATIONALS, HANGTOWN, CA, APRIL 8.
The gate dropped. Then the crowd suddenly fell silent. Jeff Ward got hung up in first-turn traffic and crashed hard. The pack was gone. His race had run. It was over. But Ward rose up and restarted. Dead last. Then began the comeback of the year. In lap two he passed 25 riders to go from 40th to 15th place. In six more laps he was up to 2nd, and finished there. There was no stopping him in moto 2. He quickly powered to the lead on his KX125 and won overall by six seconds, tightening the noose on his 125 point lead. You, too, can win on a KX125. See your Kawasaki Dealer today. Then get out there on the track with all those other bikes and hang 'em high.

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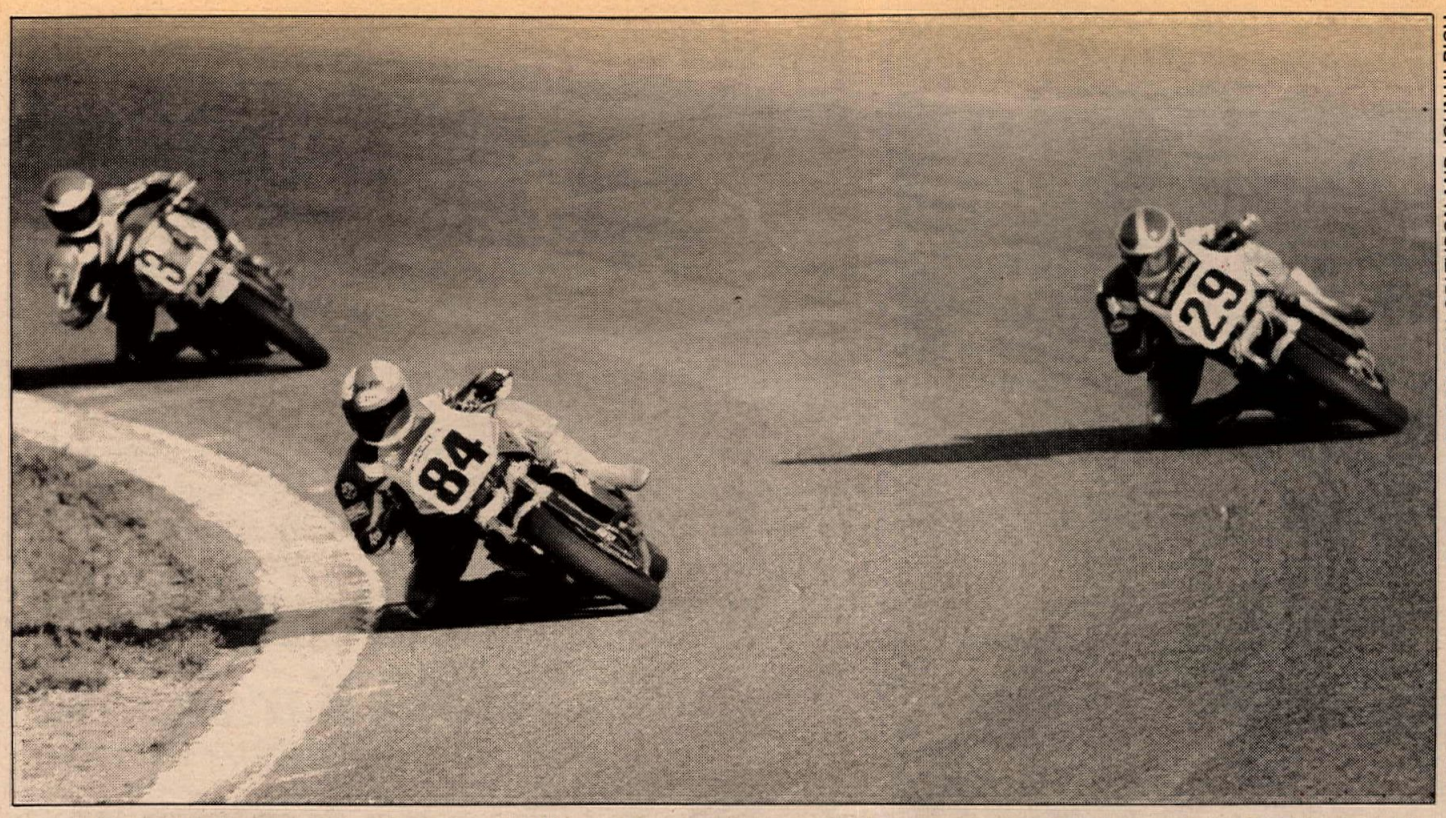
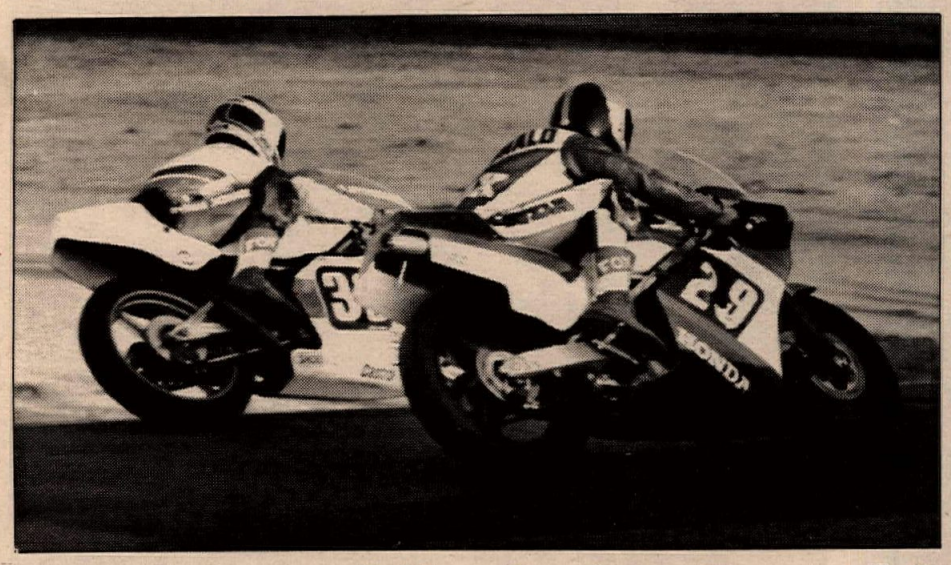


PHOTOS BY LORI TYSON AND JOHN ULRICH

Fred Merkel (84) leads Sam McDonald (29) and hard-charging Wes Cooley in banked turn nine. Cooley and his Yoshimura Suzuki lost ground to the Hondas of Merkel and McDonald, caught up in the tricky corners.

(Above) Cooley wheelies off the line in the Superbike restart, following an eight-bike pile-up. (Below) McDonald and Dave Busby, private Yamaha vs. works Honda in Formula Two. Busby won.



AMA Superbike Series: Round 2

Merkel wins Riverside

By John Ulrich

RIVERSIDE, CA, APR. 15

Honda's Fred Merkel won both legs of the Budweiser/Bell Helmet Superbike 100, a race marred by an eight-bike pile-up that caused the first leg to be red flagged and restarted.

More than a minute and 25 seconds passed between the time the first bike crashed and the time the last machine slid into the mess, and irate spectators threw bottles, cans and curses at corner workers who didn't keep more riders from piling into the wreckage, hidden by the blind-crest entrance to Turn Seven.

It wasn't until several riders stood in the middle of the track waving their arms in warning — bikes littering the pavement behind them —that officials finally reacted and threw the red flag.

Riders fell two and three at a time. The first was fifth-place Dale Quarterley, who may have set off the Lap Seven crash by grinding through an oil galley plug on the side of his GPz750's engine and falling in his own oil. But before Quarterley could get up, seventh place Roberto Pietri and eighth place Jim Vreeke were down (sixth place Ricky Orlando got through on the extreme inside). Earl Roloff and Rueben McMurter made it through, but Larry Theobald and Luther Wikle fell, along with Rich Oliver, Richard Chambers and, finally, fourth-place John Bettencourt. Leader Merkel, second-place Sam McDonald and third-place Wes Cooley got past, Cooley's feet off the pegs and struggling, just before Bettencourt wadded up.

No one was hurt.

Merkel rode the American Honda-sponsored works Interceptor tuned by Mike Velasco. The bike had a new wet clutch being tested for use in 1985 for-sale race engines. The clutch gave Merkel some trouble in practice the Friday before the race, when it proved to be good for two starts before slipping.

Wes Cooley entered at the last minute on the Yoshimura R&D of America GS750. Cooley and Yoshimura parted at Daytona on bad terms; it wasn't until a few days before Riverside that terms were settled and Cooley agreed to ride. In the meantime, Yoshimura Vice President Suehiro Watanabe had promised Cooley's bike to both David Aldana and Earl Roloff; they were left out in the cold.

John Bettencourt, Sam McDonald and Roberto Pietri rode support team Honda Interceptors they bought at the end of last year. Dale Quarterley entered his bright green GPz750 Superbike. Ricky Orlando and Rueben McMurter and several other riders had bought-from-Honda Interceptor race engines. The rest of the field was a mix of mostly Inline Hondas, Kawasakis and Suzukis.

With factory engines come horsepower, and, half a lap away people could tell who had power when the first leg started. Merkel blasted into the lead and wheelied out of Turn Six, and pulled down the straight toward Turn Seven; everybody else's bikes came off the corner flat and level.

Bettencourt was second that first lap, passing Quarterley and McDonald in the esses after they collided. As he went past Quarterley, Bettencourt bumped him, and Quarterley ran off the track onto the dirt, stayed on the gas, and wheelied over a lip back onto the track, maintaining third place. By the second lap, Merkel had three seconds on Cooley and McDonald (who, besides overcoming his first-lap collision, had recovered from the shock of a rock cracking his helmet's shield). Two laps later, Merkel had six seconds; McDonald had passed Cooley and pulled three seconds ahead; and Bettencourt was still ahead of Quarterley.

Orlando and Pietri were running together and swapping places, and Vreeke was alone behind them.

Then came the crash.

Riders stood in groups as the bikes were carted away, complaining that the oil flag wasn't displayed, that the yellow flag wasn't waved vigorously, that they weren't given warning of what lay in wait just over the Turn Seven crest.

Before the restart, mechanics installed a new rear tire on Merkel's bike; like McDonald, Merkel ran a 16-inch Michelin SF11 in the front and an 18-inch Dunlop KR133 in the rear. Cooley ran the same rear tire, and a Dunlop front, too.

Merkel led the restart; Cooley passed both Bettencourt and McDonald at the end of the esses to take second, and the pattern of the racing to come was set. The Hondas had motor on Cooley's Suzuki, maybe 30 lengths on the straight, Cooley would say later. But Cooley's been around Riverside plenty of times, and knows every bump and patch. He used the knowledge to make up time in all the tricky sections, out-braking, out-riding the others in Turn Two, Turn Six, Turn Seven and Turn Nine. He did it so well on that first lap that he still held second after the big back straight, ahead of McDonald, Bettencourt, Orlando, Roloff (on his own GPz750), Quarterley, Pietri and McMurter.

It ended that way, Merkel seven seconds ahead of Cooley, Cooley five seconds ahead of McDonald.

Merkel jumped into the lead again at the start of the second leg, riding again on new tires, with fresh brake pads and a new clutch. McDonald was second, Cooley third (after a giant start-line wheelie) and diving underneath McDonald at Turn Six to take second and close up on Merkel. Cooley made up serious time at Turn Nine, a big, sweeping, banked corner linking the back and front straights; McDonald picked the distance back up on the straights and re-took second, then passed Merkel briefly, with Cooley right behind.

Then Merkel reclaimed the lead and lowered his lap times from 1:31 to 1:29 and 1:28, and the spread between first and second grew to four seconds, then six, then 11. Cooley

and McDonald's battle carried them 10 seconds ahead of Quarterley and Bettencourt; Orlando, then Roloff were alone in sixth and seventh. Behind them, Pietri, McMurter and Cagiva-mounted Jimmy Adamo (who missed the first part of the first leg with engine problems) passed and repassed and stuffed and diced back and forth, McMurter closing to within inches of Pietri at the exit of Turn Nine one lap, backing off, losing ground to keep from hitting Pietri's rear tire. Adamo nursed along his Pantah-based Cagiva as best he could shifting early because the engine was sick and he was afraid it wouldn't last.

Bettencourt passed Quarterley; Adamo ran his bike up to 10000 on the white flag trying to get past McMurter and Pietri — he got McMurter at the finish line by inches, but Pietri was still ahead.

"Everything was perfect," Merkel said after winning.

"I just wanted to show the problem wasn't me at Daytona," said Cooley after his hard ride to second place. "Right now the Honda is at the top of the class; as far as equipment, Honda has the best.

"But I think the Suzuki would do really well on the shorter courses, like Loudon. I think it would be good at Sears. It handles good and turns real well, but doesn't have enough power and didn't have the right gear ratios for this track."

Results

SUPERBIKE: 1. Fred Merkel (Hon) 1-1; 2. Wes Cooley (Suz) 2-2; 3. Sam McDonald (Hon) 3-3; 4. John Bettencourt (Hon) 4-4; 5. Dale Quarterley (Kaw) 6-5; 6. Ricky Orlando (Hon) 5-6; 7. Roberto Pietri (Hon) 8-7; 8. Ruebén McMurter (Hon) 9-9; 9. Len Gambo (Hon) 10-10; 10. Richard Chambers (Hon) 11-12; 11. Earl Roloff (Hon) 7-18; 12. Jim Adamo (Cag) 19-8; 13. Jim Vreeke (Kaw) 16-11; 14. Rich Oliver (Kaw) 12-15; 15. Kerry Bryant (Kaw) 14-15; 16. Berndt Koegler (Hon) 17-13; 18. Kevin Bracken (Duc) 15-16; 19. Mark Thomas (Kaw) 13-19; 20. S. Harris (Suz) 20-14.

SUPERBIKE POINT STANDINGS: 1. Sam McDonald (29); 2. John Bettencourt (24); 3. (Tie) Fred Merkel/Freddie Spencer (20); 5. Roberto Pietri (19); 6. Dale Quarterley (18); 7. (Tie) Wes Cooley/Rueben McMurter (16); 9. Jim Adamo (13); 10. Ricky Orlando (9).

Dale Quarterley is legal!

For more than a year I've been hearing that Dale Quarterley's GPz750 Superbike was illegal, oversize. I've been told by guys he beat in AAMRR races, WERA races, AMA races. At Riverside, John Bettencourt started a pool among riders, betting on the actual size of Quarterley's engine. He even took the list of entrants and their guesses over to Quarterley, and asked him if he wanted to kick in a dollar and bet on his own engine size.

All in good fun, Bettencourt said later, and maybe it was. But the implication, just like I'd heard before, was Quarterley's results were had with horsepower, horsepower gained by using an oversize engine.

It was the same after the finish of the Superbike race at Riverside Raceway. Quarterley, as usual, claimed his bike was legal. Many other riders, as usual, claimed it wasn't, but no one was willing to put up protest money to have Quarterley's bike torn down and measured.

So I asked Quarterley to take it apart, let me supervise measuring it, the results to be published.

He agreed.

The cylinder head off, I recruited Reno Leoni to do the measuring. I leaned over his shoulder, watched him position the piston at BDC, followed the caliper's depth gauge, saw it touch the piston. The reading: 54mm. That's stock stroke.

Reno wiped the oil from the bore and opened the calipers. Both sides of the gauge touched the liner. I watched him carefully remove the caliper and

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Orlando, FL	5/19

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Bel-Ray/Kawasaki rider Jeff Ward wins Bel-Ray Grand National Series 125cc Round at Hangtown.

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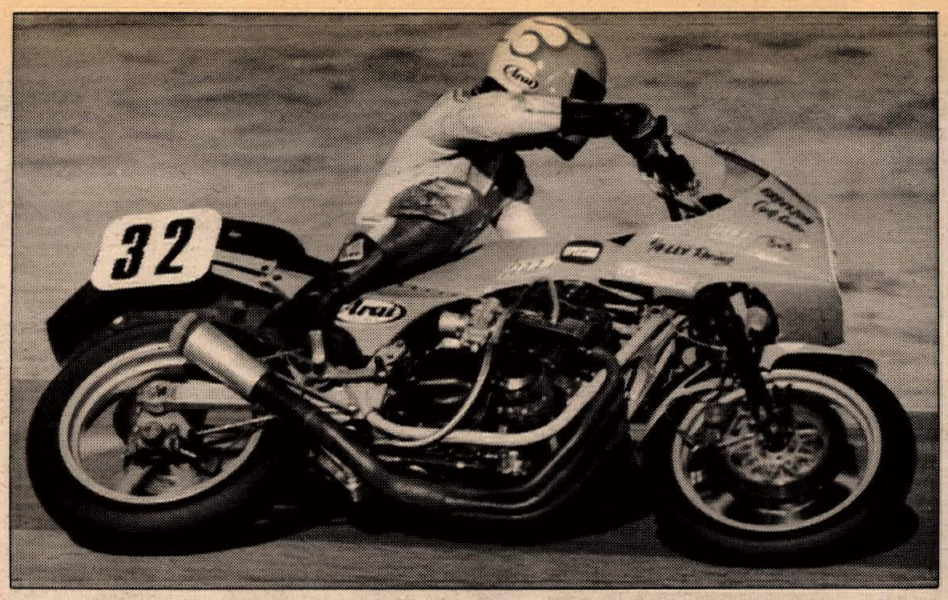
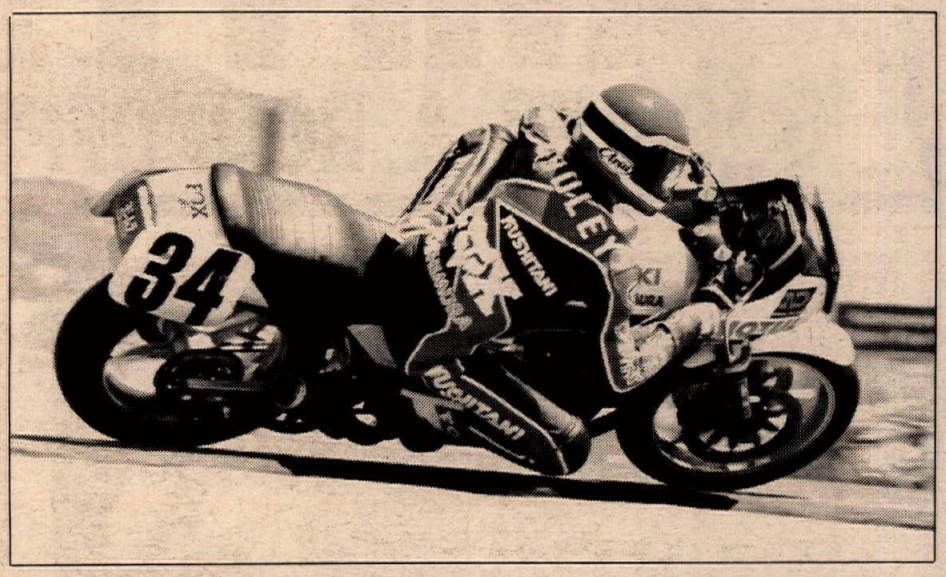
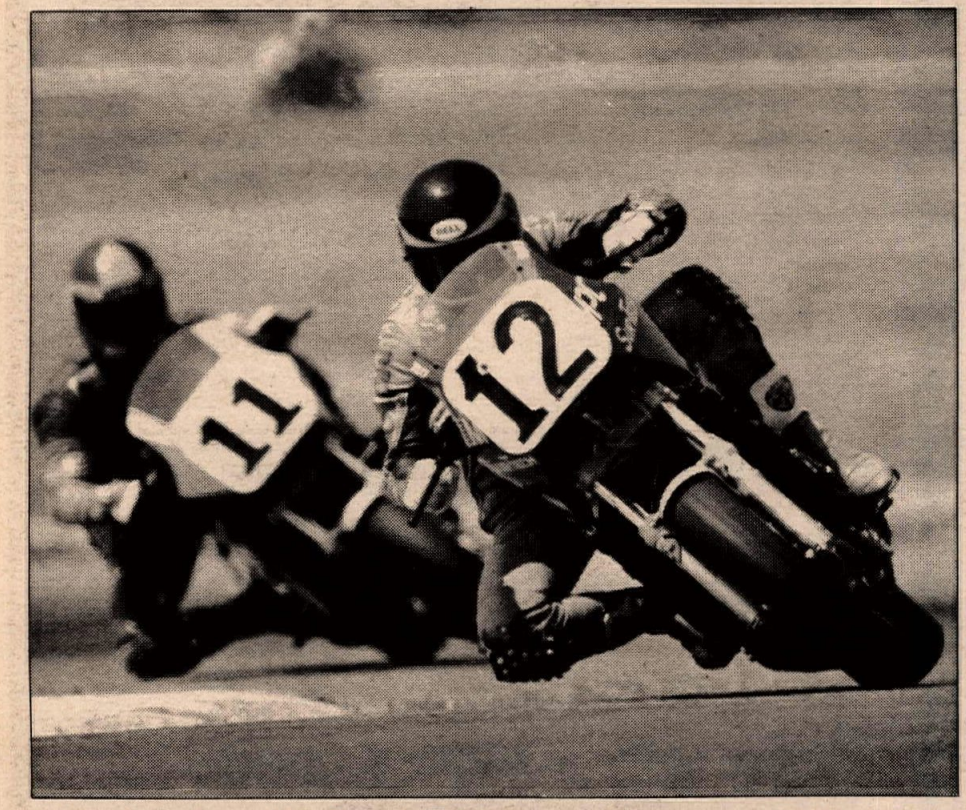


Nobody can miss Dale Quarterley's bright-green GPz750 and his aggressive riding style. A Rick Stetson-built engine helps.



Wes Cooley did magic with the Yoshimura R&D GS750 Suzuki. He made up in the corners what the bike lacked on the straightaway.



Ricky Orlando and his Dennis Zickrick-tuned Interceptor finished sixth, behind Quarterley and ahead of Roberto Pietri (11).

hold it up to read it: 67mm. (He measured bore and stroke three times each, to be sure. I watched every move.) That's 1mm over stock, for an actual displacement of 761cc, well within the 0.040 overbore rules for Superbike Production (maximum legal size for a Kawasaki is 772cc).

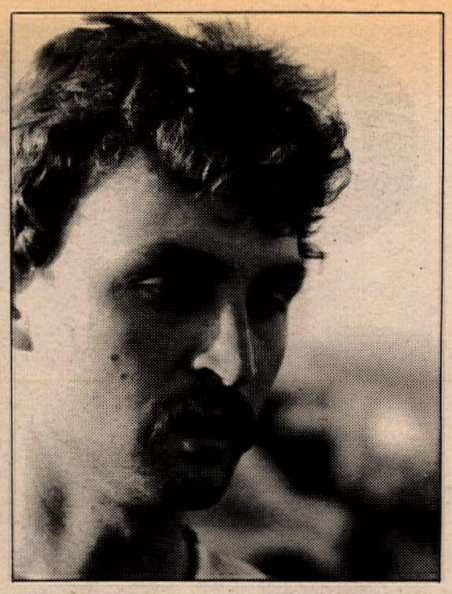
Dale Quarterley's bike is not oversize.

It runs strong, thanks to an engine built by Rick Stetson of Harry's Machine Parts (Stetson is a name everybody with drag racing interest will recognize; the man knows how to make power).

Quarterley rides the wheels off it, gets killer drives, passes others where he shouldn't be able to because he is aggressive and fearless. The man is a charger.

Dale Quarterley and his sponsors (GS Performance, Arai helmets, Brockton Cycle Center, SuperTrapp, ND, CC fork braces and his father, Herb) should all be proud of a job well done.

John Ulrich



Quarterley was the top privateer without a Honda V-4.

Busby stops Honda in Formula Two

By John Ulrich

RIVERSIDE, CA, APR. 15

Privateer Dave Busby came from behind on his Yamaha TZ250L to win the Formula Two race at Riverside Raceway, passing American Honda's Sam McDonald and the new, works RS250R V-Twin on the last lap of the 18-lap race.

Busby had planned to run his new Rotax-powered Kobas and practiced on that bike Saturday. But Busby and mechanic Bob Work — who tuned Steve Baker to the F750 World Championship in 1977 — couldn't get the Kobas' jetting sorted out: the bike's magnesium Dell'Orto carburetors developed hairline cracks resulting in air leaks, and some borrowed Lectrons couldn't be sorted out in the available time Sunday morning.

So Busby parked his Kobas and pulled his Yamaha TZ250L out of his truck, pushed it through tech inspection and ran the remaining practice. He couldn't buy the rear tire he wanted — Dunlop representatives at the track were sold out — so he swapped rear wheels with friend Danny Coe; Coe's wheel had a slightly used Dunlop on it. Then Busby went out for his heat race.

He led, but didn't win. A transmission seal popped out, coating Busby and bike with oil, and Busby backed off to a safe third place behind Chris Steward and Joey Sommers.

McDonald won the second heat, coming from the third row to lead into the first turn with a lightning quick start on the torquey Honda. McDonald ran away, and the heat was red flagged when John Williams crashed and hit the wall in Turn Nine. Williams, who was running a comfortable second, fell when his Rotax-powered Can-Am seized. He was unhurt.

Busby had his seal replaced for the final, which shaped up, near as observers could tell, into a Busby vs. McDonald race, private Yamaha vs. works Honda, TZ250L vs. RS250R.

So it was.

McDonald led off the line, Busby close behind; Busby passed entering Turn Six, Donnie Greene in third. McDonald retook the lead on the front straight; Busby repassed in Turn Seven; McDonald repassed on the straight; Busby took the lead again in Turn One.

It was like that, the pair turning 1:31 laps, constantly at each other, McDonald leading more than Busby.

On the 10th lap McDonald pulled a hundred feet ahead as the pair ran through traffic, the move drawing shouts of encouragement from the Honda crew; many thought the race was over. It wasn't, because one lap later Busby was right back on McDonald's rear wheel.

Busby ran high in Turn Nine once, when the rear tire — the used one borrowed from Coe — slid sideways and Busby picked the bike up and rode next to the wall, fighting for control. But he made up the time again.

Meanwhile, John Glover had ridden Bary Elliott's TZ250 from 12th to third, only to be passed in Turn Nine by Steward, who immediately got completely sideways. Dale Franklin was fifth, Chuck Aksland Sixth.

Busby and McDonald passed the start finish line side-by-side several times just before the finish, then Busby in front. Busby passed McDonald going into Turn Nine, coming around for the start of the last lap, but McDonald repassed coming out of the turn. It was close.

But Busby stuffed McDonald entering Turn Six that lap, gaining enough distance that he still led at the end of the backstraight, led around Nine, led all the way out of Nine and across the finish line, McDonald trying to draft but not close enough to do it.

It was a close, close race, an exciting finish, a great ride.

FORMULA TWO: 1. Dave Busby (Yam); 2. Sam McDonald (Hon); 3. Chris Steward (Yam); 4. Chuck Aksland (Yam); 5. John Glover (Yam); 6. Dale Franklin (Yam); 7. Tracy DeMuro (Yam); 8. Don Greene (Yam); 9. Santiago Londono (Yam); 10. Dave Scott (Yam); 11. Mark White (Yam); 12. Joey Sommers (Yam); 13. Bob Lugliani (S-R); 14. Steve Reynosa (Yam); 15. Terry Yarger (Yam); 16. Robert DeWitt (Yam).
TIME: 27 minutes, 51.78 seconds.
18 laps.

FORMULA TWO POINT STANDINGS: 1. Dave Busby (30); 2. Chris Steward (21); 3. Wayne Rainey (20); 4. Chuck Aksland (18); 5. Sam McDonald (16); 6. David Aldana (11); 7. John Glover (10); 8. (Tie) Kevin Brunson/Dale Franklin (9); 10. Tracy DeMuro (8).

Mazur wins Lockhart Superstreet race

By Lori Tyson

RIVERSIDE, CA, APR. 15

Frank Mazur, riding an 11-year-old Curt Jordan-tuned Honda CB550 inherited the win in the Lockhart 600cc Superstreet race when leader Dan Cashen faded in the last laps with ignition problems. Mazur led off the start, but was quickly passed by Yamaha-mounted Cashen, who then managed to stretch out a healthy lead. Cashen looked to be the easy winner until his bike's ignition started to go away. Mazur caught and passed Cashen by the last lap. Third place was hard fought by Nigel Gale, Marty Vogel and Dave Sadowski. Gale developed mechanical problems and was forced to drop out in the eighth lap, leaving Sadowski to battle Vogel. By the 10th lap champion Motorcycles' Sadowski pulled distance on Vogel to hold third at the line.

Roloff tops CSS Challenge Race

By Lori Tyson

RIVERSIDE, CA, APR. 15

Earl Roloff won the California Superbike School Challenge — which matches privateers on

weighted GPz550s — after holding off the charges of rider Dale Quarterley. The race started at dusk and fading light was a definite factor in the race.

On the sixth lap of the eight-lap event Quarterley hit a hole in the track in the esses and ran off the track, bareley missed a beat and got back on Roloff's tail. On the very next lap third place holder Jim Vreeke went off the track in the same spot but got back on and was able to stay in third. Vreeke came from the back of the pack after a poor start and diced with Dave Busby before securing third place. Busby was fourth and John Bettencourt fifth ahead of Chris Steward, Frank Mazur and Roberto Pietri.

Fleming and Doherty dominate Amateur events

By Lori Tyson

RIVERSIDE, CA, APR. 14-15

Champion Motorcycles' Lee Fleming and Bassani-sponsored Denny Doherty were the big winners in the amateur finals at the Budweiser Superbike Weekend at Riverside International Raceway, each taking two wins apiece. In the Stock Production race 600cc-mounted Fleming took on a 750cc Mike Carrell for the overall lead, with Carrell getting the advantage in the straights, but Fleming closing ground in the corners. Shawn Leipold and his 750 joined the battle on the sixth of 10 laps, but in the end Carrell was the victor, followed by Leipold and 600cc winner Fleming, piloting a new GPz 550.

Fleming had an easier time of it in the Modified Production race as he took his 750cc Honda Interceptor to a flag-to-flag lead. Burke Steed was lonely in second after challenger Sadowski, who didn't officially sign up for the race, was black-flagged to the sidelines. James Stephens took third overall/first in the 450cc class after a race with 600 class John Penner, who also won his class.

Denny Doherty and his 1200cc Kawasaki Superbike passed Steve Biganski's TZ250 for the combined Formula class event win, taking the lead on the eighth of 10 laps. But Biganski beat Jay Tanner (mounted on a 750cc Suzuki Superbike) for second overall and first in Formula 3. Rick Mitchell was fourth overall, and second in Formula One. •

Results

OPEN SUPERSTREET: 1. Denny Doherty (Kaw); 2. Terry Moore (Suz); 3. Lawrence Sands (Suz).
750 SUPERSTREET: 1. Burke Steed (Hon).
AM FORMULA
F1: 1. Denny Doherty (Kaw); 2. Rick Mitchell (Kaw).
F2: 1. Jay Tanner (Suz).
F3: 1. Steve Biganski (Yam); 2. Eddie Kocina (Yam).
TWINS: 1. Brent Ross (Suz).
F4: 1. Bob Cobb (Hon).
AM STK PROD
750: 1. Michael Carrell (Kaw); 2. Shawn Leipold (Kaw); 3. Burke Steed (Hon).
600: 1. Lee Fleming (Kaw); 2. John Penner (Kaw); 3. Marcus Falley (Kaw).
450: 1. Mike Reynolds (Yam); 2. Joseph Randizzo (Suz).
MOD PROD
750: 1. Lee Fleming (Hon); 2. Burke Steed (Hon).
600: 1. John Penner (Kaw); 2. Marcus Falley (Kaw); 3. Richard Kohn (Suz).
450: 1. James Stephens (Yam); 2. Joseph Randizzo (Suz); 3. Eric Kondo (Yam).
AM SUPER STREET
600: 1. Frank Mazur (Hon); 2. Dan Cashen (Yam); 3. Dave Sadowski (Kaw); 4. Marty Vogel (Kaw); 5. John Penner (Kaw).
CALIF. SUPERBIKE SCHOOL CHALLENGE
1. Earl Roloff; 2. Dale Quarterley; 3. Jim Vreeke; 4. Dave Busby; 5. John Bettencourt; 6. Chris Steward; 7. Frank Mazur; 8. Roberto Pietri; 9. Santiago Londono; 10. Len Gambo.

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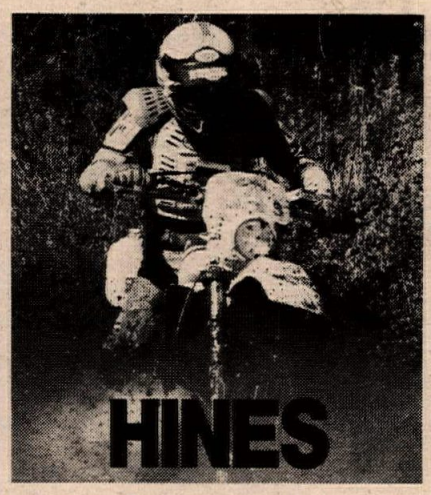

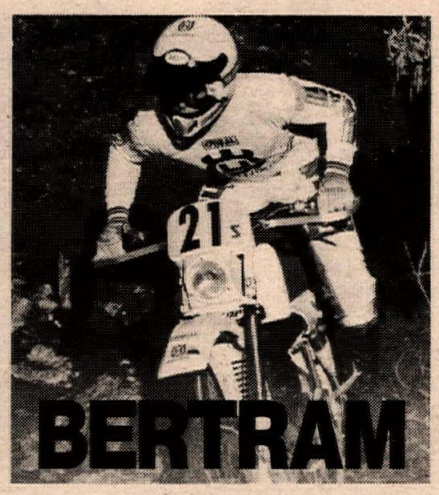

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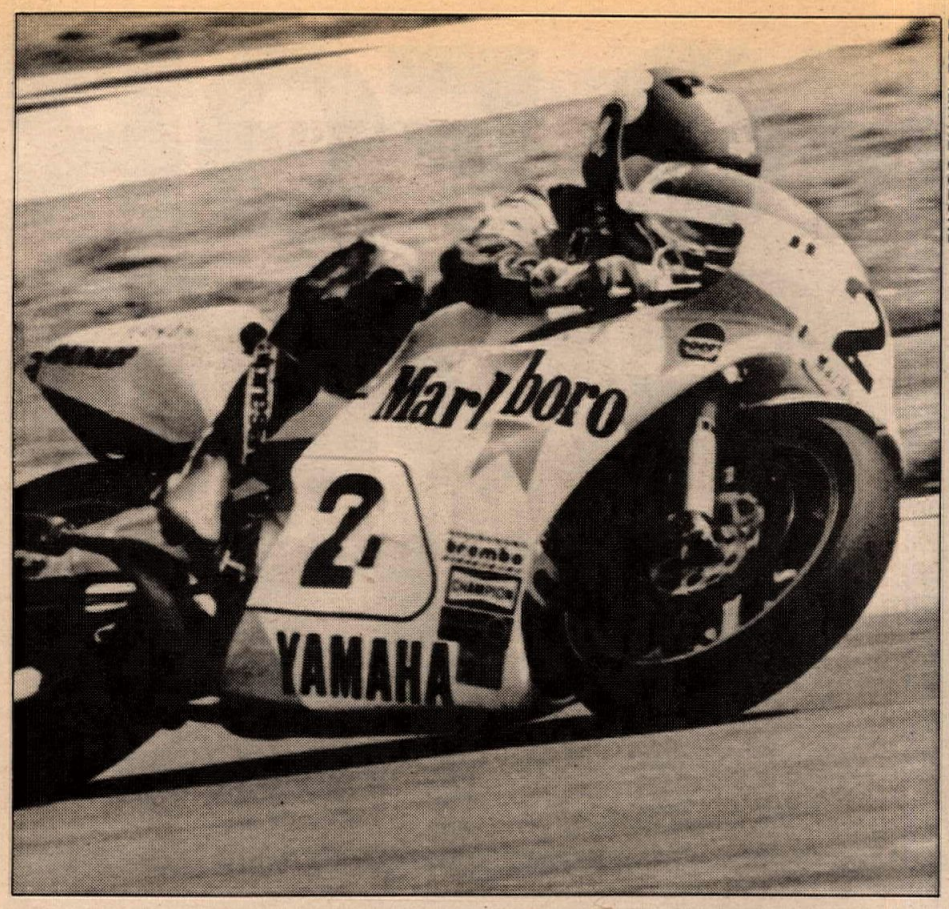
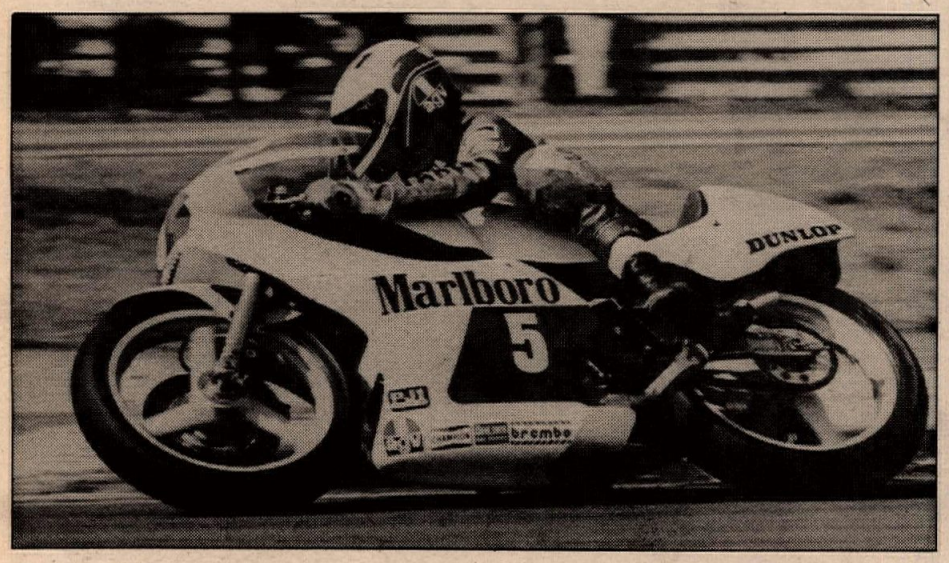


PHOTOS BY KEL EDGE

Kenny Roberts rode Eddie Lawson's YZR500 to win the Imola 200 despite colliding with teammate Virginio Ferrari in practice.



Team Kenny Roberts/Marlboro's Wayne Rainey hasn't mastered dead-engine starts and finished 10th in the Imola 250cc race.

Roberts wins Imola 200

By Alan Cathcart

IMOLA, ITALY, APR. 1

Kenny Roberts bade successful farewell to Continental Europe by dominating the two legs of the Imola 200. Riding the latest Yamaha OW80 V-4 500 which Eddie Lawson had won

the South African GP on a week before, King Kenny trounced a field of mainly Italian riders headed by former World Champion Franco Uncini on the Team Gallina HB Suzuki, and Uncini's teammate, Swiss rider Sergio Pellandini, who qualified third behind Roberts and Uncini. Kenny's qualifying time of one minute, 55.74 seconds was no less than 1.75 seconds faster than Uncini, as well as an amazing five seconds faster than Marlboro Yamaha teammate Virginio Ferrari on an identical bike.

"The bike needs to be set up the way I like it," said Kenny afterward, "and we're going to get new triple-clamps made before I ride it in the Match Races so we can alter the trail and stuff. But the engine's quite a bit better: only thing I don't like are the throttles, which are push-pull round-slide instead of the square-slide we had last year, and aren't so responsive. But it's a good bike."

Thanks to a bizarre accident in the final stages of qualifying, though, Roberts almost didn't get to race at all. The next lap after setting his fastest time, Kenny chopped the engine coming through the final chicane leading into pit lane, and in doing so collided with Ferrari.

"It was my fault," said Roberts. "I got my plug chop, but I just didn't anticipate Ferrari being there or going as slow as he was to make the corner. I was going so much faster with a dead engine, then suddenly I found I couldn't miss hitting him. I blame myself for it, but at the same time it's a dangerous pit entrance and I've almost been hit there a time or two myself. I came up the inside of the track, he was on the outside going much slower, then swung in to make the turn: I'd made my chop, stuck my leg out then suddenly I was right on top of him. I nailed him good."

The impact stove in the front of Roberts' bike, sending Roberts flipping over the top of the bars and landing on his side before rolling over and ending up on his feet. Ferrari incredibly survived the collision and stayed upright, but with the rear of his Yamaha badly bent. Both bikes were repaired in time for the race with the help of a local alloy welder. Roberts' injuries were confined to a bruised hip, twisted ankle and a couple of skinned fingers.

Another pre-race drama saw one of the other big names out of the Imola 200, however, when Marco Lucchinelli, who had qualified his factory Cagiva 500 in a disappointing eighth position behind several privateers, refused to ride unless the organizers came up with an increased start money offer. Even with the intervention of the boss of the Cagiva firm, Gianfranco Castiglione, no deal was struck, and the disconsolate mechanics had to pack away the four bikes which they had brought for Lucchinelli and his friend, U.S.-based Venezuelan Roberto Pietri. Pietri was only 19th in qualifying, but the loss of Lucchinelli from the list of starters was greeted with predictable fury and catcalls from the 30,000 crowd, well down on previous years.

When the flag fell for the start of the first leg in dry but overcast conditions, Suzuki privateer Walter Migliorati scorched into an immediate lead from the second row, tracked by Uncini, another Suzuki in the hands of former European champion Leandro Becheroni, and Roberts, who was no doubt thankful for the Daytona-style clutch start, rather than the GP-type push starts normally favored in Europe.

Uncini took the lead on lap two, with Roberts passing Becheroni just before the Italian fell off at the Piratella, without injury. Meantime, Pellandini, ninth on the first lap after a slow start, had passed Ferrari and was fourth.

Roberts passed Migliorati on lap two to close up on Uncini, and for the next 20 laps the crowd was treated to a great duel between the two former World Champions, who passed and repassed each other literally dozens of times all the way around the scenic 3.13 mile track, built on the side of a hill in a river valley on what were, until recently, public roads.

Up front, Roberts was having to deal with four-stroke mounted backmarkers every bit as slow as the ones he had complained so bitterly of after winning at Daytona, and depending who was in front at the time and where the mobile chicanes were encountered, either he or Uncini would pull out a 100-yard lead on the other, only for the positions to be reversed shortly after.

Suspicions that Roberts was at least partly sandbagging in order to make a race of it for the crowd seemed to be confirmed when on lap 20 he suddenly speeded up and opened a gap of four seconds in one lap, becoming 9.5 seconds the next. But all was not well with Uncini. On lap 22 both the leaders pitted for fuel, the Yamaha crew sending Roberts out again in only 6.8 seconds, while after a long push down pit lane Uncini's Suzuki refused to restart and he was out of the race. That left Roberts almost a minute ahead of the second man, now Lorenzo Ghiselli on his privateer Suzuki; Ferrari's Yamaha had spluttered coming out of the pit chicane on lap 16, then coasted to a halt the other side of the pit wall.

A race of attrition had left only 14 bikes still running out of the 32 starters, and as Roberts reeled off the last few laps to the checkered flag, he lapped all but second man Ghiselli.

With only an hour before the start of the second leg, Gallina's mechanics were unable to trace the problem with Uncini's Suzuki.

Fast-starting Migliorati led again from the line, but this time Roberts was not disposed to hang about, and by the first corner he was in the lead, tracked by teammate Ferrari. Behind, there was drama on the first lap when Fabio Biliotti overbraked for the tight right-hander on his RS Honda while trying to squeeze inside Migliorati for third. The result was that both riders went down, and while Biliotti lay prostrate on the ground with what transpired to be a broken collarbone, the irate Migliorati pulled his helmet off, rushed over to him and started beating the daylights out of him in full view of a large section of the crowd and the TV cameras! Eventually restrained by the carabinieri, Migliorati was only slightly penitent afterward: "Biliotti's always doing stupid things like that, and this time he cost me a lot of money and a good placing. My bike is destroyed, I don't have a lire in the bank, and with all the sponsors he has I figure he should pay for what he did. I'm sorry I got carried away and hit him, but it was in the heat of the moment. If he sends me a bill for what I did to him, I'll send him one for what he did to my bike!"

Such was the story of the only real excitement in a lack-luster race, which saw the two Yamahas pull ever further away together from the rest of the field, with Roberts lapping at his teammate's slower times until he stepped up the pace on lap 13 and started taking three seconds a lap out of him thereafter. An even faster pit stop in 5.7 seconds on lap 22 left him securely in front, and an appointment with the checkered flag just 15 minutes before it began to rain.

Ferrari was second, 22 seconds down, with Pellandini's Suzuki the only other bike on the same lap as Roberts at the end.

"I'm sure glad that's over," said a weary Roberts after the race. "I'm tired, I'm hurting and I want to go home." The following day King Kenny jetted back to California, perhaps never to return to the continent of Europe as a racer. He'll be missed.

Saturday's 250cc 100-miler was run in sunny conditions after two days of wet qualifying which resulted in a curious-looking grid. With many bikes still on their way back to Europe after the South African GP the week before, the field consisted mainly of Italian locals and the less well-known European privateers who couldn't afford the trip to South Africa. However, the Team Roberts Marlboro duo of Alan Carter and Wayne Rainey were there on Carter's '83 bikes, both Yamaha K-model TZ250s which the British youngster claimed to be quite a bit faster at present than the team's new L-models with the factory tuning kit. But with wet practice and a dry race, the team had to take a guess at jetting and gearing on the bikes.

The race was billed as a clutch start with engines running, like the 200, but when the riders got to the line they were shown a 'Stop engines' board, the Italian organizers having peremptorily changed to a push start at the last moment. This pleased Rainey not a

bit, and just as in South Africa he was left struggling to get his Yamaha fired up long after the rest of the field had got away.

"I know it's all in the mind," said Rainey, "but I just don't seem to be able to get the hang of firing it up on the line. You can bet I'm going to be doing a lot of practice starts the next couple of weeks."

Four riders broke away from the pack on the first lap, headed by Welshman Steve Williams on his TZ250L, with Carter third, behind Ivan Villini's very quick MBA. But coming into the last chicane before the line on the first lap Williams went crashing into the straw bales, emerging unhurt, with an only slightly battered bike. "I just tried too hard too soon," he admitted ruefully. "It was the first hard-on right-hander, I had a new tire on, and I just leaned over too far."

The confusion promoted Carter to the lead of a race he had been widely billed to cake-walk, but the next time around it was Italian rider Fausti Ricci in the lead on his K-model Yamaha while Loris Reggiani retired his ex-works Kawasaki with a slipping clutch.

Rainey was already up to eighth place and going hard, but on lap five the winner of the Daytona 250cc race dived into the pits before resuming again one lap down. "I had trouble braking," explained Wayne, "with the lever needing a couple of pumps to get pressure. Then I saw moisture on the screen, and thought it might be brake fluid. Turned out to be just some water that maybe stuck in the clip-on after the wet qualifying."

Resuming well back, Rainey set one new lap record after another on his climb up to 10th place at the end, eventually setting the fastest lap with a time that would have put him 15th on the grid for the 200-miler.

Meanwhile, at the front of the race Ricci had opened up a gap of six seconds over Carter by lap six, but on that lap another slow starter, Massimo Matteoni on a new L-model Yamaha went from fifth to second in one lap and set about catching the leader.

Fuel consumption was a problem for all riders, and the Team Roberts Marlboro bikes had oversize tanks in the hopes of making it through non-stop, and this seemed perhaps the reason that Carter was taking it easy. Lap 10 and Matteoni took the lead, while on lap 13 Carter was passed by another Italian Vicenzo Gibertini, and then overshot the final chicane, ending up running over the grass and a sand-trap put there for the F1 cars. Some sand was picked up on the rear of his engine, and by lap 26 this found its way into the carburetors and the Yamaha seized, giving him quite a scare before he managed to haul it down.

"I just couldn't get going right," said a crestfallen Carter. "Just wasn't my day." Excitement in the closing stages centered around Rainey's efforts to beat his own records, and whether Matteoni would go non-stop: he did, on a standard-size fuel tank and with enough gas left for a parade lap. Ricci was second, and both riders could well spring a surprise in their home GP at Misano in a week's time.

Results

1ST LEG: 1. Kenny Roberts (Yam); 2. Lorenzo Ghiselli (Suz); 3. Walter Migliorati (Suz); 4. Klaus Klein (Suz); 5. Steve Williams (Yam); 6. Davide Tardozzi (Bim); 7. Paolo Ferratti (Suz); 8. Mario Rubatto (Kaw); 9. Fernandino Ronchese (Suz); 10. Timo Pohjola (Yam).

2ND LEG: 1. Roberts; 2. Virginio Ferrari (Yam); 3. Sergio Pellandini (Suz); 4. Massimo Broccoli (Hon); 5. Ghiselli; 6. Williams; 7. Alessandro Vallesi (Suz); 8. Pohjola; 9. Gianfranco Zanardo (Kaw); 10. Hartmut Muller (Kaw).

OVERALL: 1. Roberts; 2. Ghisilli; 3. Williams; 4. Rubatto; 5. Pohjola; 6. Klein; 7. Muller; 9. Dietmar Marehard (Kaw); 10. Tardozzi.

250cc: 1. Massimo Matteoni (Yam); 2. Fausto Ricci (Yam); 3. Vittorio Gibertini (Yam); 4. Ivan Carlo Villini (MBA); 5. Nedy Crota (Arm); 6. Davide Tardozzi (Yam); 7. Fabio Marcaccini (Yam); 8. Anders Skov (Yam); 9. Marcello Ianetta (Yam); 10. Wayne Rainey (Yam).

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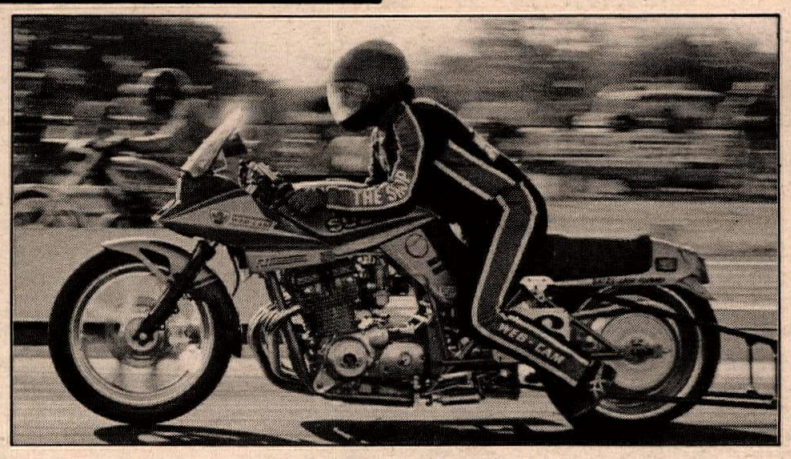

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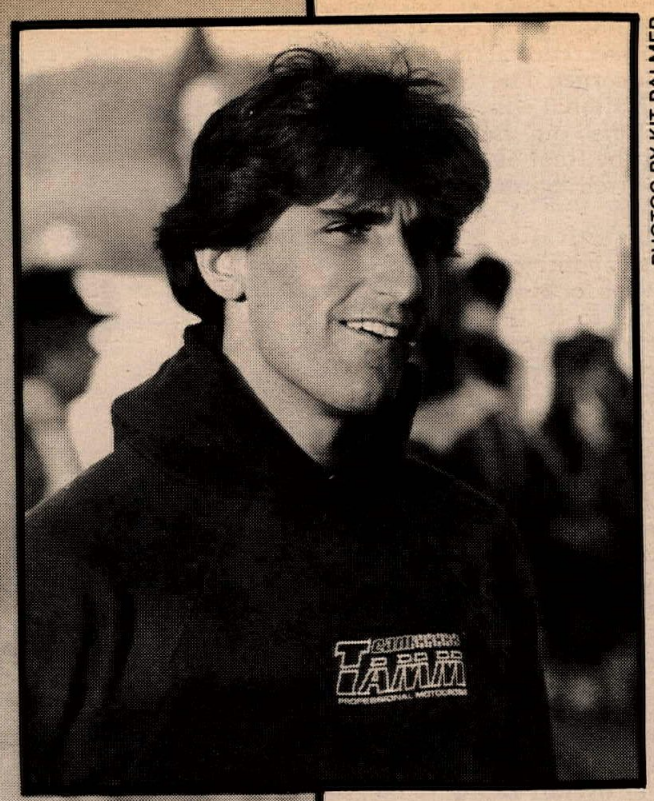


PHOTOS BY KIT PALMER

Alan King

In search of a factory ride

By Tom Kolnowski

Call it progression. Moving through the ranks. A steady rise to the top. Motocrosser Alan King, 23, could rightfully wear any one of those descriptions. At the age of 18, he was already a successful graduate of the "Michigan Mafia" school of motocross — a select group of Michigan racers that dominated competition at the Amateur level — and he was told he "had to turn professional since there was no competition left for him in Michigan." He did.

After a year on the National circuit, King had adapted well and secured factory support from Maico. The following season, 1981, saw King often running in the top five in the 500cc National class. In 1982, King managed to land a full factory sponsorship package with Team Suzuki, and was retained as a team member through 1983. However, for 1984 Suzuki trimmed its racing program and King was left without any sort of factory backing.

Enter California-based Team Tamm, a racing team that King describes as "the next best thing to a factory ride, but it's still not a factory ride." King consequently signed with Team Tamm for '84, but very much wants to return to the life of the true "factory" rider.

"Suzuki was watching me closely toward the end of the 1981 season," King began, "and after talking to them, they said there was a good chance of a factory ride coming my way. The week after I talked to them, I went out and dislocated my wrist, and I thought my chances of getting the ride had completely gone away. But Suzuki said if my wrist healed, I had a ride. We negotiated a contract and I signed for one year—my wrist was in good shape.

"The first three months with Suzuki were the worst three months in my life riding-wise. I had ridden Maicos for three years and I couldn't get used to the works Suzuki in the Supercross races. Things started coming together once we got to the outdoor Nationals. I led a lot of motos (in the 500cc class), but it seemed that no matter how hard I tried I couldn't get the feel of the bike. I ended up losing the 500cc title by 10 points — I had a DNF at Washougal (Washington) just before the end of the season when I was running third. If I wouldn't have fallen there, it would've been enough to win the title."

While the title was out of his grasp,

King went into the final round of the 500cc National Series at Carlsbad, California, hoping for a good showing — contract renewal time was just around the corner. The result was his first-ever National win, and enough points to finish out the season third overall in the final 500cc standings behind Darrell Shultz and Chuck Sun.

With the arrival of 1983 came a renegotiated contract with Suzuki. "Things were looking pretty good — I was going to be their only 500cc rider. But it turned out to be mostly a big disappointment, since Suzuki didn't seem to have a real drive or commitment behind their racing effort. The works equipment was a good example: I had more DNFs and other problems with the bikes than I had in any other year, and I broke down seven times. I admit it was partly my fault, but Suzuki didn't seem to want to put any effort into the 500cc bike; they were barely putting any effort into the 250cc Supercrossers.

"I felt I had a good shot at the 500cc title in '83, but you can't win titles with that many breakdowns. I finished better overall in the numbers than I ever did (10th overall in the AMA/Wrangler Super Series and 10th in the Wrangler Supercross Series) but I was very disappointed to finish fourth in the 500cc standings."

Things took a turn for the worse shortly before the start of the 1984 season. Suzuki elected to trim back their racing programs worldwide — both in motocross and road racing —with the U.S. factory MX team reduced to only two riders — Mark Barnett and Scott Burnworth. "There I was without a ride, and there was really nowhere else to go since all the other teams were cutting back, too. I thought I deserved a factory ride, but everyone was hurting for money.

"I definitely didn't want to give up racing because I felt I was still one of the top riders. That's where Team Tamm came in. The day I called them was the same day they said they were going to call me. It took us a while to get something worked out— they didn't want to bargain, so I pretty much had to take what they offered. I didn't feel like sitting home and I didn't want to have to pay for everything myself, so I signed with them.

"The deal comes down to basically a bonus/expense type of thing, and I don't get a salary. If I win a race, there's a $1,000 bonus. The purse money in motocross isn't that great — you could win every race of the season and not even make a total of $50,000 in purse money. Nobody is good enough to win like that.

"I have a few small contracts with companies that also pay bonuses, and that's where Tamm and I had one of our main arguments. Tamm is basically a clothing company, so they wanted me to wear their gear. I didn't want to wear their clothing since they didn't want to pay me a salary. We went around and around about that for a few weeks, and I finally had no other choice but to wear their clothes.

"The deal is not that bad — Tamm is a first rate operation. Everything has worked out well with them so far, and the Honda production bikes work well. I feel I have as good a chance to win on the stock Honda as I had on the works Suzuki last year. With the bonuses from Tamm and the other contracts I have for riding gear, I'm making about half of what I made last year with Suzuki. The factories pay good bonuses—last year with Suzuki a win was worth $3,000, and if I placed in the top three in a heat race at a Supercross that was worth another $1,000.

"It was tough getting used to Team Tamm after two years on a factory team. With the factories, you fly to all of the races, get a rental car, and you don't have to worry about anything else. If you don't do well, you still have your monthly salary check to fall back on. With Tamm, if I don't do well at the race I don't make any money at all. If I break the top five, I make good money; if I finish in the top 10 I make OK money; if I'm any farther back than the top 10 I might as well stay home and work at a gas station.

"I've made good money the last two years, and the thought crossed my mind to just quit racing when the ride with Suzuki went away. I wanted to invest the money in some sort of business and live that way, but I felt I could make more money if I kept racing. I'd also miss the sport if I gave it up, and I still have good years left since I'm a relatively young rider."

Even with the move to a 250cc machine in outdoor Nationals for '84, King has indeed continued to show he has what it takes to give the competition a rough time on the track. "I was a bit nervous going into the first National (in Gainesville, Florida) this year, and I've never really been nervous before a race until then. I had been riding the 500cc Nationals for the past four seasons and the 250cc class was a whole new ball game. I didn't know how well I could do out there on a 250 — with the 500 I could break the top five on any given day.

"At Gainesville I had starts around 12th place in each moto, and worked up to finish fourth in the first moto. Barnett and I had a good battle in the final moto, and I passed him to finish second behind (Bob) Hannah. I was happy with my performance (second overall), and with a break I could've won overall."

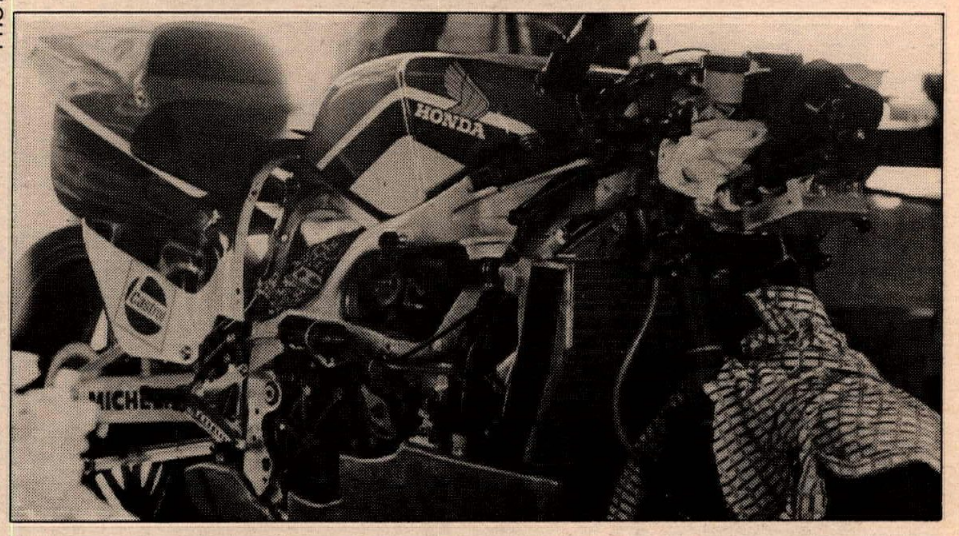
King also found he was able to concentrate on his riding to a greater degree with the Team Tamm package. "With the factory teams, you always have 10 different things on the bike you're testing and you can't always devote 100 percent of your time to strictly racing. On the production bike, you maybe have a single thing to try — like an exhaust pipe — and it either works or it doesn't. We do a little testing for Honda, but for the most part we're running stock machinery.

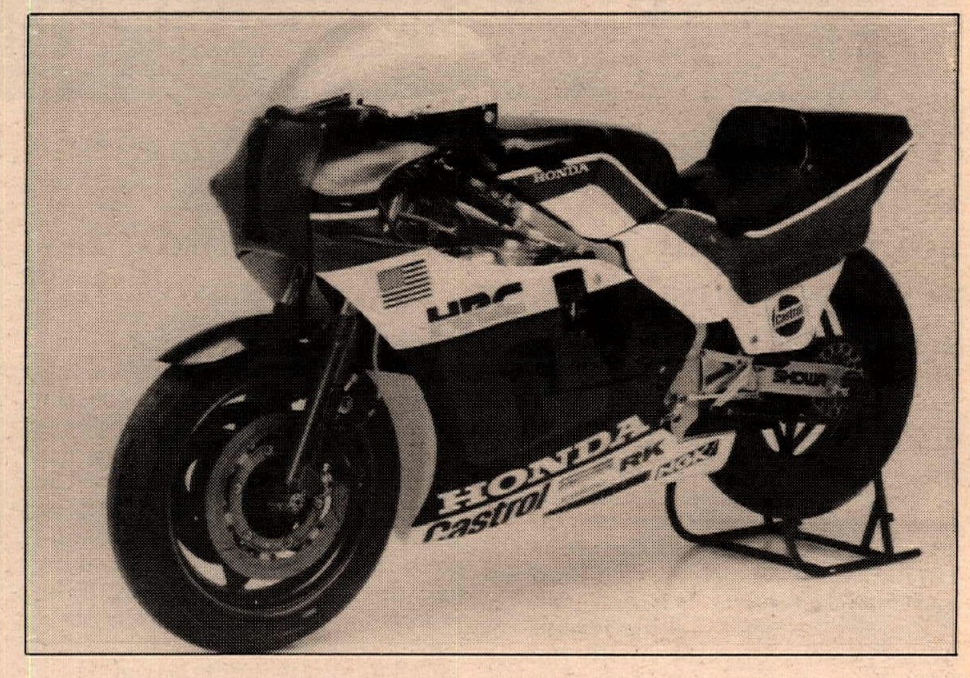
"With all the bad luck I had in '83, I'm hoping for a lot of good finishes this year. The production machinery should help me do well. At the Carlsbad GP last year, I came so close to winning, but there was no way I could make the rear shock last more than 10 minutes on the rough track. That's more of a "fun" race than anything else to most of the riders, but with all the television coverage it would have been nice to win. Since we have stock machinery I shouldn't have as many problems like that this year."

King remains very optimistic about his chances of finishing 1984 near the top of the heap. "I definitely want to be the top privateer, and Tamm is basically a privateer operation. That's my main goal, and it's something I feel is well within reach."

King also has another goal for the immediate future — to step back up to the world of the fully sponsored factory rider. "One of the nice things about the contract with Team Tamm is that they are not trying to keep their riders from getting a full factory ride. We sign on for one year, but if an offer comes along from a major manufacturer we can immediately break the contract. And that's exactly where I would like to go — with another factory ride. It's the way to go and I want to go back." •

PHOTOS BY HENNY RAY ABRAMS AND LEO VOGELZANG





Close-up

Honda's V-4 GP bike

Before the crash: Freddie Spencer's NSR500 Honda as seen in the pits at Daytona and the South African Grand Prix. The 499cc 90° V-4 has exhaust power valves and carburetors feeding into the crankcases through reed valves. The fuel tank is rubber-mounted and slung underneath the engine; a fiberglass cover fits over the exhaust pipes, which curve up and back over the engine. Air ducts from the fairing feed cool air under the pipe cover, which still gets hot enough to attract Spencer's attention. The engine is suspended from the aluminum-alloy bridge frame and the rear shock is mounted vertically behind the engine.

In these photos the bike has carbon fiber fork tubes and wheels. But Spencer crashed in practice for the South African GP because the rear wheel broke, and he later told television reporters that wheel parts were not suitable applications for carbon fiber. It's likely Honda will use magnesium wheel parts in the future.

The tires are Michelin radials, 16-inch front and 17-inch rear.

Honda hasn't released detailed specifications on the machine. But a brief press release did say that the NSR500 has a 54-inch wheelbase and measures 78 inches in overall length. Overall height is 44 inches, overall width 22.4 inches. Ground clearance is 4.13 inches.

Don't call me Pee Wee anymore

Dragstrip Wizard

By William Blears

You've seen him on television, in magazine and newspaper ads. If the commerical mentions dragstrip performance, the words "fastest" or "quickest," Jay P.W. Gleason had something to do with it. He is the master of quarter-mile, his production motorcycle results untouchable by anybody, racers and writers alike.

Only four motorcycle journalists have ridden stock street bikes into the 10-second bracket during testing: John Ulrich, Mark Homchick, Jeff Karr and Charles Everitt. Only Ulrich made it into the 10s before taking lessons from Gleason; when he finally did take Gleason's tutorage, he put three bikes into the 10s on a single day and ran a 10th quicker than he had before.

"The biggest mistake we ever made was not signing Gleason to an exclusive," said a man from Honda, who asked not to be quoted.

Gleason is a secret weapon.

All four big Japanese manufacturers have hired Gleason to turn elapsed times for advertising use: Kawasaki for the Gz1100, GPz750 Turbo and Ninja; Honda for the V65 Sabre and Magna; Suzuki for the GS1150; Yamaha for the Seca 750 and FJ1100.

Before he became a media star, Gleason was a racer. He's 28 years old and started racing when he was eight; he couldn't touch the ground then and someone had to hold him upright while he staged at the dragstrip. That's where the nickname "Pee Wee" came from.

The name has stuck and Gleason is tired of it. "I'm a big boy, now," he says. "I deserve a big boy's name. Pee Wee interferes with my social life.

"I started on the dragstrip," says Gleason, "and when I turned 11 or 12 I got into the dirt track races in North Carolina. For six years, four or five times a week, I raced in a different part of the South somewhere. I rode all different classes, 100, 125, 175 and 250. Mostly short track.

"I never really won at road racing. I ended up as an Expert, top 100. But I never won. I was second during my Junior year. I got second at Daytona, and I got hurt at Ontario at the end of my Junior year. I was on my TZ750, in second place going for first and I went up really high in the banking and dove down to the apex. Both wheels slid up to within 15 feet of the concrete wall and the bike high-sided me, slammed me into the wall.

"I broke everything. Both collarbones, my right arm in three places, brain concussion, broken hip, messed up one ankle. It took me two or three months to recover.

"Then I went to Daytona for my rookie Expert year. In a heat race again I was dicing in the top five with Ted Henter and Don Castro and a couple of other guys and I went into Turn Two and really stuffed it in hard in front of Henter. I got in the high line, planning a square-off deal, and Henter ran into me and did severe damage to my right knee. Like 60 stitches. That was the end of my road racing. I just realized that I didn't think it was worth it. It was like, 'I don't want to do this anymore.' Even if I had been hot at it and winning, I don't think I would like it.

"When I was road racing the TZ I was also doing dirt tracks on my XR750. I was doing a lot of flopping around between road racing and dirt track and never knew what to do. I never won a National in dirt track; one time I won a Trophy Race at the San Jose Mile, that was the only National thing I ever won. I got sixth or seventh at the Indy Mile one night. I won a whole bunch at the typical tune-up races back east, a lot of Santa Fe, Detroit indoors, short tracks, handlebar banging. While I was doing all this I did no dragracing.

"I got back into drag racing after I gave all that up. I screwed up my hands really bad so many times that I couldn't hold on anymore. In road racing and dirt track I broke my wrists 11 times. Now, a little bit over 10 seconds is time enough to hold on.

"My wrists are junk, and my throttle control isn't really that good; it could be a lot better as far as control action. It's kind of on and off.

"In one three-year period I made like 6000 passes. That's when I got hooked up with American Turbo Pak and Bill Hahn, and started riding really crazed motorcycles. Unbelievable horsepower, turbocharged with nitrous oxide and that kind of stuff. I got a reputation for riding turbos real well; my results were good. It all came from practice and understanding the way they work out of the gate. It had a lot to do with the revving.

"In the last four months I've made at least 1500 passes on stock bikes for the manufacturers and their advertising agencies. I started riding for the manufacturers in 1982 when I was with Turbo Pak. Yamaha wanted me to test their Seca 750 and that's what started the whole thing rolling.

"They wanted a performance image for the Seca and they wanted me to set a record. The way I set up the deal I didn't get any money unless I set the record. The first time I set it was at an AMA/Dragbike race and that was pretty easy. I had no problem beating the existing record. But I wanted to beat 12.20 seconds. That was a lot of work but it happened; I worked for it and I got it.

For a year after the Yamaha deal I didn't do anything. Then I started smokin'. Everybody wanted me to ride their bikes. I really enjoy the riding and that's real important to me. The dirt tracking and road racing is all history for me. Now, when I practice I do a lot of motocross-type riding, not in competition, but that type of riding. If you can do that well, you can do just about anything well. That's been proven several times in the Superbikers race. To be a good, all-around, versatile rider is very important. It comes down to timing and coordination when things get a little hairy. Being used to sliding around in the dirt means it's not frightening when something goes wrong and the bike gets sideways or tries to flip over. It's all really normal.

"After as many passes as I've made, you just can't help but get proficient at what you do. I had a lot of practice and good teachers along the way. I picked up little tidbits and put them in my memory bank to use when the time is right.

"It's important to understand the way the racetracks are. Some tracks you can really go for it. At Fremont, there's so much traction that it's like a chain breaker. At Carlsbad you've got to have really precise throttle control. I've changed my style quite a bit this year. I used to ride the bike out of the hole and now I get some throttle attack!

"Even after all these passes, how ever many there have been, every single pass I learn something. Different bikes need different set-ups. Shaft drive bikes like a lot of preload to prevent the dive in the back. I also control the wheel spin with my feet by putting them up against the mufflers. If I have a bike that's wheelie prone, I clamp my calves on the mufflers and use my toes to lever it up, to give it two inches of wheelspin to eliminate the initial lurch.

"It takes a lot of experimenting. I always set my tires up cold and go 22 psi on almost everything. Some bikes have big footprints where you can get away with running more air, which means less rolling resistance, which is better. I always use more air when I can.

"I don't use the tach at all to shift. After so many passes, I don't even think about that anymore. It's all automatic. When my feet say shift, I shift.

"I used to take off the line and put my feet on the pegs instantly, just drive the motorcycle out with the clutch. But now, I drag my feet a lot to the very end, to where I have to put them up to shift from first to second. It controls the launches a lot more. If you put your feet up during the initial take off, it causes a little bobble and it's not smooth and fluid. That's really important. You have to make everything real smooth.

"I always powershift. That's worth at least a 10th right there. Always.

"And I use the clutch to keep the bike from wheeling or spinning the tire, with the throttle wide open. Never back off. Keep on the gas at all times.

"One reason I work freelance with everyone is because I don't look at the name of the bike when I get on it. I just get on whatever it is and go as fast as I can. I go for it, whatever I'm on.

"I have some new deals I'm working on now, besides the test riding and dragstrip runs for the manufacturers, leaning toward the television end.

"But if the right deal comes along, I'll go racing again. We're talking strictly money here. I can't win any money from just going out and racing. There is no money in drag racing. But if I can get paid to do it, I will."

Gleason's best pass

If there's one single pass down the dragstrip that deserves to be singled

out in the history of Jay P.W. Gleason, it happened at the 1979 Winston World Final at Ontario Motor Speedway. Gleason was riding Sandy Kosman's 1160cc turbocharged Kawasaki, running gasoline with high-rpm alcohol injection. It had an eight-inch-wide rear tire and was running consistent 8.40s.

The Winston World Final is a car race; Top Fuel motorcycles are added for spectator amusement. Gleason wanted to run the race, so he entered Top Fuel.

In the first round he came up against Floridian Bo O'Brochta and the Terminal Van Lines Kawasaki, a machine that would later make runs in 7.14 seconds with high 190-mph terminal speeds.

Gleason was, to understate, the underdog.

So he walked over to O'Brochta and said, "It's a long way to come from Florida to get beaten in the first round."

O'Brochta's bike broke as the pair launched, and Gleason won. Which put him up against Russ Collins and the 2000cc V-8 Sorcerer, a 199.55 mph machine.

Gleason walked up to Collins, who was surrounded by an entourage from R.C. Engineering, and said "Russ, you've raced some really fast people in your day, but this pass you're going to have your hands full."

Collins and Gleason staged. Gleason reacted quickest to the green light and got the holeshot; he turned 8.42 seconds at 165.74 mph to Collins' 8.11 seconds at 191.48 mph *and still crossed the finish line first!*

The run damaged the turbo on Gleason's bike, and he lost in the final to Jim Bernard and the Teson/Bernard Yamaha. But while Bernard won the race, nobody forgot Jay P.W. Gleason's best pass.

The P.W. Factor

"I'm really fed up with the stuff you print and I'm about ready to cancel my subscription," said the caller, who identified himself as Bill Smith. "In your article last week you said the Suzuki was the fastest followed by the Yamaha, then the Honda and the Kawasaki. But Pee Wee Gleason rode all those same bikes and got different results, with the Yamaha fastest. How come these are all mixed up? I don't think you know what you're talking about."

Mr. Smith was mad and wanted answers.

Fact is, not only is Gleason faster than any human at the drags, he's lighter than most, weighing 145 pounds with leathers, boots and helmet. He also rode those bikes on different days, and the companies that hired him to ride their bike on a given day printed the quickest time he turned. Conditions vary day by day; so do times.

Even if Gleason *had* ridden them all on the same day, his results may have been different because he's so good; little things like grabby clutches and powerband widths don't concern him much. But if *you* go out and ride those four machines, *you'll* go faster on the Suzuki than the Yamaha, the Honda and the Kawasaki...unless your name is Jay P.W. Gleason.

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Gleason's Elapsed Times

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Honda V65 Sabre	10.62
Kawasaki GPz1100	10.91
Kawasaki GPz750 Turbo	10.71
Kawasaki Ninja	10.55
Suzuki GS1150	10.47
Yamaha FJ1100	10.43

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When All is Said and Won:

Alan King takes 250 Class points lead with Hangtown win!

Arai congratulates Team Tamm's Alan King, whose 250 Class win at the Hangtown Motocross Classic on April 8th made him the Points Leader after three rounds of the 1984 National Motocross Series!

Arai HELMET

HEAD AND VISOR ABOVE THE REST

The new Cagivas

By Kit Palmer

LOS ANGELES, CA, APR. 4 Cagiva North America President Attilio Sandroni introduced the company's new line of motorcycles by saying, "We have made a considerable investment in an American subsidiary and we will devote the required time to develop a nationwide marketing system. An agreement we recently made with Ducati has increased our production capacity from 350cc to 1000cc motorcycles. Cagiva employs the Ducati desmodromic valve actuating system exclusively, and we will soon offer this engine in a Cagiva chassis."

Most of the Cagiva models will arrive in early 1985, while the company will primarily rely on motorcycles already in the U.S. for the rest of 1984. Sandroni said, "We will make changes whenever needed to stay competitive." The only new models to be released this year are the WRX 125cc enduro and the 350cc Ala rossa four-stroke dual purpose bike.

In 1985, there will be a couple of 900cc touring and Super Sport models, along with the 350cc and 650cc Elefant dual purpose machines with Ducati V-Twin engines. Although the WMX 500cc water-cooled motocrosser will be seen in the hands of race tester Ron Turner this year, it probably won't be released until '85.

Whether or not the water-cooled WMX500 will be imported to the U.S. in 1984 is uncertain. Only a few of these big-bores will be brought over for extensive testing, and if Cagiva is satisfied with its results, they might hit showroom floors late in the year.

The most radical in Cagiva's line up is the 750cc, dual purpose Elefant. It is powered by a Ducati air-cooled four stroke V-twin engine neatly tucked within a double-down rectangular tubed frame. The Elefant has a five speed transmission and the Soft Damp rear suspension set up.

Elefant 750	
ENGINE TYPE:	Four stroke, air-cooled V-Twin.
BORE & STROKE:	88mm x 61.5mm.
DISPLACEMENT:	748.10cc.
LUBRICATION:	By gear pressure pump.
CARBURETOR:	Dell'Orto PHF 36mm.
IGNITION:	Electronic.
PRIMARY DRIVE:	Gear wet sump.
CLUTCH:	Multiplate in oil bath.
TRANSMISSION:	Five speed.
SECONDARY DRIVE:	Chain.
STARTER SYSTEM:	Electric.
FRAME:	Double down, rectangular section tubing.
FRONT SUSPENSION:	Telescopic fork.
REAR SUSPENSION:	"Soft Damp" Single shock.
FRONT TIRE:	3.00 x 21.
REAR TIRE:	5.00 x 17.
FRONT BRAKE:	Disc.
REAR BRAKE:	Drum.
LENGTH:	85 in.
WIDTH:	33.5 in.
HEIGHT:	46.9 in.
SEAT HEIGHT:	32.9 in.
GROUND CLEARANCE:	11 in.
WHEELBASE:	59 in.
GAS TANK:	6.6 gal.

WMX500	
ENGINE TYPE:	Two-stroke, water-cooled Single.
BORE & STROKE:	87mm x 82mm.
DISPLACEMENT:	488cc.
LUBRICATION:	Oil fuel mixture.
CARBURETOR:	Dell'Orto PHBE 38mm.
IGNITION:	Electronic.
PRIMARY DRIVE:	With gears.
CLUTCH:	Multiplate oil bath.
TRANSMISSION:	Four speed.
SECONDARY DRIVE:	Chain.
STARTER SYSTEM:	Kick.
FRAME:	Double down cradle.
FRONT SUSPENSION:	44mm Telescopic fork.
REAR SUSPENSION:	"Soft Damp" Single shock.
FRONT TIRE:	3.00 x 21.
REAR TIRE:	5.00 x 18.
FRONT BRAKE:	Disc.
REAR BRAKE:	Drum.
LENGTH:	85.4 in.
WIDTH:	33.3 in.
HEIGHT:	47.8 in.
SEAT HEIGHT:	38.7 in.
GROUND CLEARANCE:	15.1 in.
WHEELBASE:	58 in.
GAS TANK:	2.8 gal.

The WMX250, along with the WMX125, virtually remains the same for 1984. Only the rear suspension linkages, valving on the Ohlins shock, frame and radiator shroud have been redesigned. The motor, however, is unchanged, and actual displacement is still 190cc for the 250.

(Continued to page 26)

The Latest POOP BY PAPA WEALEY

(Continued from page 26)

Cable television's ESPN will televise the Seattle Supercross doubleheader and $70,000 Wrangler Dash, which took place this February, on the following dates: April 22 (10 a.m. Pacific time), April 25 (2 a.m. Pacific time), April 26 (9:15 p.m. Pacific time), and April 30 (6 a.m. Pacific time).

Free: American Trials Association is offering a one-day trials school at Saddleback Park on April 29. Dura Lube Products will be giving out oil to all participants. A trials competition will be held after the school which is also free. Trail bikes are welcome. Class starts at 10 a.m. For more information call Tim Walker at 213/947-5752.

Sacramento winner Ricky Graham was sporting a set of crutches in the pits at the Mile. "I haven't even walked on it yet," said Graham, "the doctor told me I shouldn't race, but I told him that I didn't need to walk on it to race a bike." He was seen between races, elevating his foot on a stack of sprockets.

Numerous riders were hitting the cones set up in the corners during practice at Sacramento. The purpose of the cones was to widen the groove for the night. A rider in front of Steve Morehead in practice hit one, getting it airborne. The unfortunate landing site for the projectile was Morehead's left hand. "It hit me hard enough to bend the handlebars," he said, while holding an ice pack on his swollen hand.

HosPITal stop: George Quay, Team Tamm's team manager/mechanic, was admitted to a hospital in Corona, California, April 2 when, according to owner Bob Tamm, "He was leaving the office, and on his way home while driving on the freeway his heart stopped. It started right back up, then it again stopped and started. After that George managed to drive to the hospital with a very erratic heartbeat. He was in intensive care for three days then was released two days later. It seems a lot of tension lately caused the scare, so doctors told him to take it easy for a while. George will make it to the Pontiac Supercross in two weeks, however."

At National Motorsports Association's World Mini Grand Prix at Saddleback, April 14-15, Suzuki's Mike Healey and Yamaha's Eddie Hicks were some of the big winners. Healey topped both the 12+ 83cc Stock Expert and 105cc classes, while Hicks won the 12+ 83cc Modified Expert class. Honda's Mike Fisher also had a two for two days, winning both the 125cc Stock and 250cc Pro races. Robert Mason, on a Yamaha captured the 125cc Modified Pro win. The Race of Champions, where all riders were mounted on stock 80cc Kawasaki, was won by Hicks. Complete coverage of the race will be featured in next week's *Cycle News*. •

Team TAMM Congratulates

ALAN KING

For his First Place Overall Victory at the Hangtown AMA 250cc National Motocross. Alan also leads the 250cc Outdoor National Motocross Series Points Race aboard his Team Tamm prepared production Honda CR250R. King's teammate A.J. Whiting finished Third aboard his Team Tamm prepared Honda CR125R.

ALAN KING: First Overall At Hangtown National — 250cc National MX Points Leader

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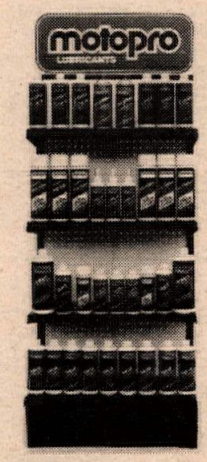

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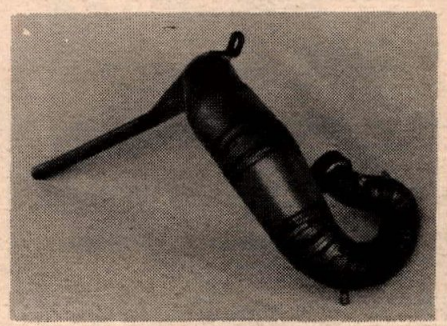

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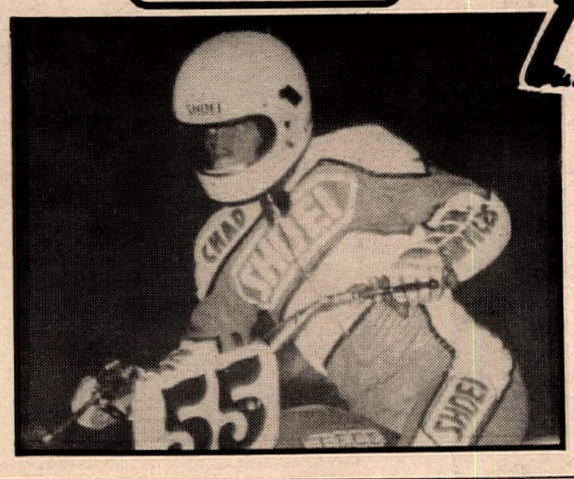

SHOEI rider CHAD FELICIO battles to win Ascot T.T. Junior Invitational April 7th.

JEFF WARD wears SHOEI Helmet to win 125cc Class in Hangtown National Motocross Classic. JEFF leads 125cc National MX Points Standings.

SHOEI wearer MIKE MELTON takes his second straight overall win in the AMA/Hi-Point National Championship Hare Scrambles Series, Hurricane Mills, TN.

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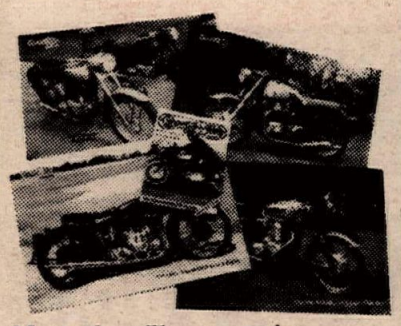

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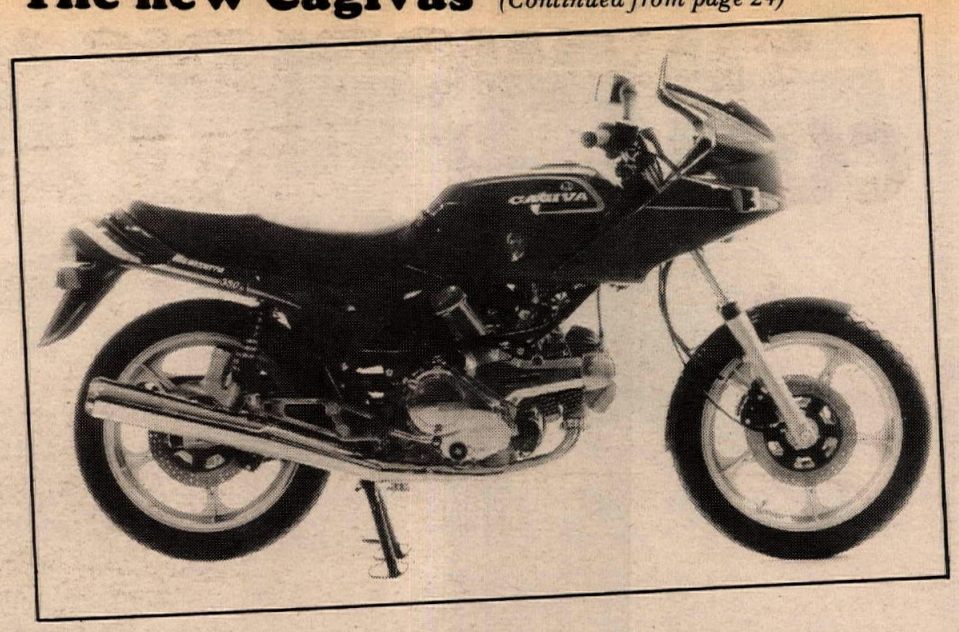
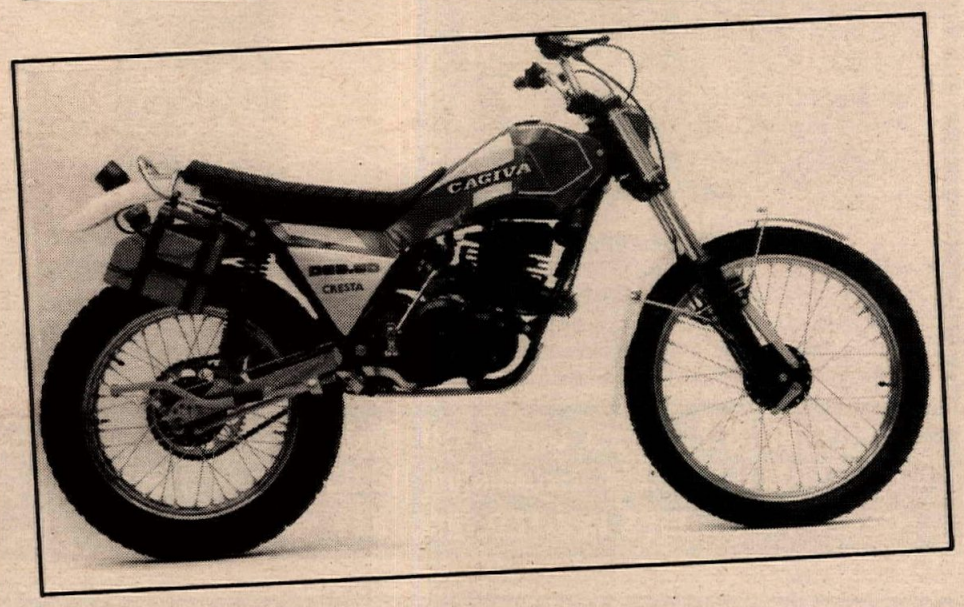
The new Cagivas

(Continued from page 24)



The Ala azzurra 350 is also powered by a Ducati V-twin and features dual disc front brakes, and a single disc rear brake. A 650cc version of the Ala azzurra will also be available.

Ala azzurra 350	
ENGINE TYPE:	Four stroke, air-cooled, V-Twin.
BORE & STROKE:	66mm x 51mm.
DISPLACEMENT:	349cc.
LUBRICATION:	Wet sump.
CARBURETOR:	Dell'Orto PHF 30mm.
IGNITION:	Electronic.
PRIMARY DRIVE:	Gear.
CLUTCH:	Multiplate in oil bath.
TRANSMISSION:	Five speed.
SECONDARY DRIVE:	Chain.
STARTER SYSTEM:	Electric.
FRAME:	Double down cradle type.
FRONT SUSPENSION:	35mm Telescopic fork.
REAR SUSPENSION:	Dual shock, swingarm.
FRONT BRAKE:	Double disc.
REAR BRAKE:	Disc.
LENGTH:	85 in.
WIDTH:	28 in.
HEIGHT:	49.4 in.
SEAT HEIGHT:	31.5 in.
GROUND CLEARANCE:	6.9 in.
WHEELBASE:	57 in.
GAS TANK:	5.2 gal.



The DG3.50 Trials features (in Spain) a larger seat and carry on gas tank for long trail rides. When the Cresta becomes imported to the U.S., it will be a full blown trialer without the large seat and extra gas tank; however, those add ons will be optional items.

Trial 350 E Cresta	
ENGINE TYPE:	Two stroke, air-cooled Single.
BORE & STROKE:	80mm x 68mm.
DISPLACEMENT:	341.8cc.
LUBRICATION:	Oil/fuel mixture.
CARBURETOR:	Dell'Orto PHBH 28mm.
IGNITION:	Electronic.
PRIMARY DRIVE:	With gear.
CLUTCH:	Multiplate oil bath.
TRANSMISSION:	Five speed.
SECONDARY DRIVE:	Chain.
STARTER SYSTEM:	Right side kick.
FRAME:	Double down cradle type.
FRONT SUSPENSION:	38mm Telescopic fork.
REAR SUSPENSION:	Dual shock swingarm.
FRONT TIRE:	2.75 x 21".
REAR TIRE:	4.00 x 18".
LENGTH:	79.1 in.
WIDTH:	33.9 in.
SEAT HEIGHT:	31.3 in.
GROUND CLEARANCE:	13.8 in.
WHEELBASE:	52 in.
GAS TANK:	1.2 gal.

The Latest POOP BY PAPA WEALEY

(Continued from page 3)

will be going for the gold — literally. The winner of the event will take home a pound of gold, valued at approximately $6,000. Montreal Olympic Stadium is the place to go to watch the action.

Former 500cc Motocross World Champion Brad Lackey and three-time National Motocross Champion Marty Smith will race a Supercross in Sydney, Australia on April 28.

Camel Pro Series road races will feature a qualifying cut-off and a consolation race in the future. "We'll run a timed qualifying session with the 25 fastest racing in the National and the rest running in a consolation race," said Bill Boyce of the AMA. "It should make for better racing."

The annual vertical extravaganza known as the Widowmaker Hillclimb is on for 1984, and will run May 20 near Salt Lake City, Utah. With sponsors like Pepsi, Honda and Miller Beer, the host Bees M.C. have put together a $20,000 purse. The exhibition class has been split into two divisions this year, up-to-750cc, and 751cc and over. In addition, there will be Expert and Sportsman classes, and three-wheelers for the first time. For applications, write to the Bees M.C. at P.O. Box 130, West Jordan, UT 84084, or call 801/943-5303 or 801/255-8946.

Vermont's Ron Commo Jr., the 1983 AMA/NATC Observed Trials National Champion in the Sportsman division, will be among the 280 starters in the May 7-12 Scottish Six Day Trials. Commo will leave for England on April 30 to pick up a new Montesa 242 from the British importer. He will be supported by Cosmopolitan Motors, Hi-Point, The Tryals Shoppe of Lutz, Florida, and Tri-State Distributors of Burlington, Vermont as well as his primary sponsor, C&G Sales and Service of North Ferrisburg, Vermont.

Correction: Duane Summers shared his D-37 desert team race 125cc class-winning Cagiva with Tommy Elias, not Ed Foland as reported last week.

In our Saddleback coverage we referred to Husky rider Micky Dymond as a privateer. But Husky racing manager Dick Burleson says, "Micky is a fully-sponsored factory rider, and we were delighted with his performance." Dymond finished fifth in the Saddleback 500cc National, and then backed it up at Hangtown a week later with another top 10 performance. When we asked about the water-cooled machine that Dymond was riding, inquiring as to whether it should be called a WR400 or WR488 (the cubic centimeter displacement of Husky's air-cooled 500 CR), Burleson replied, "Somewhere in between. Let's say it's very loosely based on a WR400. We're serious about this effort." •

TEN YEARS AGO

Although **Kenny Roberts** (Yam) won three of the six events, the American team lost the TransAtlantic Match Races to the British, 415-401. Riding for the American team, Kawasaki's **Yvon DuHamel** won one, as did Suzuki-mounted Britishers **Paul Smart** and **Barry Sheene.**

Pierre Karsmakers and **Tony DiStefano** were the day's winners in a 250/500cc AMA National MX held at Baymare Cycle Park in southern California. Karsmakers and his factory Yamaha went 1-2 in the 250cc event to best Husky-mounted **Marty Tripes'** 7-1. In the 500cc event, DeStefano and his privateer CZ won both motos. Suzuki's **Mike Runyard** came the closest, going 3-2 for second overall.

The AMA Board of Trustees confirmed **Ed Youngblood** as the AMA's administrative director, and **Bill Boyce** as competition director.

Honda rider **Jay Tullis** dropped only six points to score the win in the Dirt Diggers' Red Garter National Enduro. Three points behind Tullis after the 102-mile event in Ballinger Canyon was another Honda rider, **Mike Adams.** In an unusual circumstance the final results showed that both a father and son finished in the top 10. **Marv Munyon** finished fourth, son **Rick** was 10th.

Cycle News founder **Chuck Clayton,** writing in his column, revealed that he had been involved in the streaking of a president. However the president **(Richard Nixon)** wasn't a president at the time (1953) and had actually left the site of the streaking (Nixon's Drive-In, Whittier, California) before the escapade. A friend of Clayton's, clad only in one boot (in case the bike stalled), rode Chuck's AJS across the parking lot. After the pass, Clayton rode the bike in one direction while the driver of the getaway car (the future publisher of *Cycle News*) and the streaker (covering up the evidence as he went) drove off another way.

The second of two Speedway Racing Association qualifying events to fill out the First Division fields for 1974 saw **Dan Fishburn** turn in a perfect 15-point tally to become the top qualifier.

Larry Smith took a Triumph to top the Exhibition class in the annual running of the Widowmaker Hillclimb. Norton riders **Harold Martensen** and **Dennis Spencer** finished 2-3.

Yamaha riders **Chuck Palmgren** and **Frank Gillespie** led the way in the Expert main event on an AMA Pro half mile at San Jose. In the Junior main it was Triumph city, led by **Nick Nazzisi** and **Art Fredenburg. Steve Eklund** took the Novice feature.

Don Cantaloupi (Yam) won the 100cc Junior class of a CMC motocross near Livermore, California.

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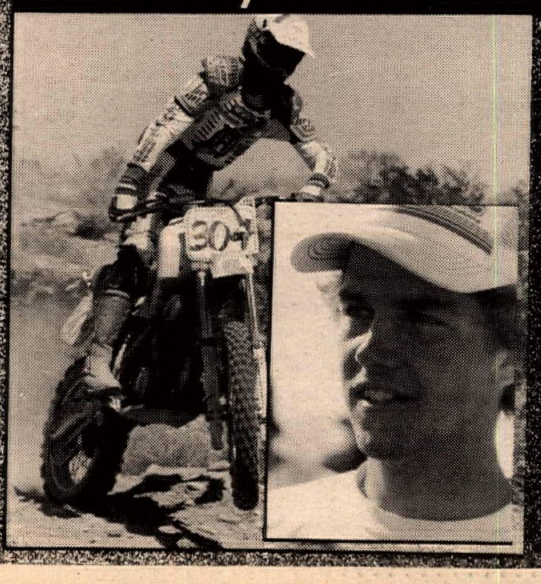
SMITH/ASHCRAFT WIN LAS VEGAS 400



Hi-Point's Dominant Duo, Dan Smith and Dan Ashcraft, master the rough Nevada desert to win the Las Vegas 400

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BAILEY SHOW'EM IN HAN

Hondas take 500 and 250 Class wins in Round 5 of the AMA/Bel-Ray Grand National Championship Motocross Series.

The news from Hangtown left the competition twisting slowly in the breeze.

Team Honda's David Bailey had placed the noose around their necks with a two moto sweep of the 500 Class.

Team Tamm's Alan King had tightened the knot with his 250 Class win aboard another Honda.

It was the kind of vigilante justice the competition finds hard to swallow.

Bailey's victory tightened his stranglehold on the points lead in his bid for a second straight Grand National Motocross Championship. And proved

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& KING THE ROPES GTOWN.

that his front disc brake and Pro-Link™ rear suspension-equipped RC500 has the pulling power to leave the bad guys dangling.

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That no noose is good noose.

HONDA
FOLLOW THE LEADER

Desert Hotline

PHOTO BY MIKE KLINGER

KTM rider Kurt Butler took third overall in the CRC Desert Fools Enduro, just two days after getting his foot out of a cast.

Alexander/Shuler shoot to Rovers H'n'H win

By Shirley Upp

LUCERNE VALLEY, CA, APR. 8

The team of Mike "Downhill" Alexander and Ron Shuler, mounted on a Montclair 495 Yamaha took the overall win this weekend in Lucerne Valley.

The Rovers had a great turnout for their 10th Annual Hare & Hound Boner Run. It was a team race with two, 35-mile loops, and each rider had to travel each loop once, for a total of 140 miles.

When the banner dropped it was Ken Upp taking the start for teammate Ken Oviatt, both are Pro Cycle riders. The LeMans start had Upp off the line like he was shot from a gun. Mike Alexander took the start for Shuler. Scott Stearns, taking the start for partner Charles Barney, was having one of his best bomb runs ever, staying with Upp and Alexander.

At the bomb, Upp jumped on the fastest trail to retain the lead, with Alexander falling into second. A mile past the bomb Upp was starting to pull away from Alexander. Third was the 250cc team of Paul Krause and Andy Mathews, followed by the 250 of John Blakeney and Mike Fitzgerald. Running fifth was Mark Zoller, who was out in the lead in the C bike class.

In the Novice start, the Open class team of Gabe McNeese and Rodney Smith had the lead a mile past the bomb. Second was the team of John Kruger/Steve Acheltree, with Marc Kibbe/Tim Weichers in third. Up with leaders and leading the Beginner class was Craig Mann on a 250. The team of brothers Mike and Wayne Nuse came flying by in fifth.

Upp was starting to build up a nice lead and was heading into check two when his bike decided to quit. With mechanical problems putting him out, it was Alexander taking over the lead and glad to be out of the dust.

After one loop, Alexander handed over the arm band to Shuler for the second loop. Runing second overall was Mark Zoller on a 125 KTM. He handed it off to Greg Johnston who was ready for his turn. Scott Stearns, who had moved up to third, gave the bike to partner Charles Barney. The second C bike was that of Tom Elias and Duane Summers, at fourth overall. It was Krause and Matthews ahead of the Willis/Zollinger team at fifth and sixth. The first Vet and real ironman was Bill Saltzman. Next bike through was also an Open Vet team, Darryl Ellis and Jeff Vaughn. Leading the 250cc Senior class was the team of Ron Hall and Don Whitehorn.

Each rider did his share of hard work, and when Ron Shuler took over for Alexander he was still leading at the end of the second loop. The Stearns/Barney team caught up and pulled close on the last two loops, but hard riding carried Alexander/Shuler to the finish first. After four, long hard loops, the victory was theirs. Alexander and Shuler were happy with their win and wanted to thank their sponsors Montclair Yamaha, Oakley Grips and Paul Thede from S.T. Racing. Both riders wanted to thank their clubs: Alexander, The Vikings, and Shuler, The Stump Jumpers.

Coming in for second overall and first 250 was the Stearns/Barney team. Barney said he caught Shuler at one point then bailed, ending his bid for the lead. They also thanked their sponsors Pro Cycle, Dick Allen Yamaha and Keith Reeves American of Honda. Third overall took honors in the C bike class Tom Elias/Duane Summers who rode a hard race today for their sponsors Howard and Son in Pheylan, Cagiva N. American, Pro-gas, Duralube and Oury Grips.

Matthews/Krause pulled in for the fourth, and second in the 250cc class. Riding an unbelievable race today was Bill Saltzman. Bill came in at fifth overall, first ironman, and first in the Open Vet class.

Results

OPEN EX: 1. Mike Alexander/Ron Shuler; 2. Verlin Van Zee/Mike Mulconery; 3. Keith Mertz/Mark Mangold.
OPEN AM: Leo Scott/Rick Gvertin; 2. Mike Boling/John Reed; 3. Alex Long/Joe Jesseph.
OPEN NOV: 1. Bob Wethern/Bob Franco; 2. Marc Kibbie/Tim Weichers; 3. Bill Evans/Chris Hart.
OPEN BEG: 1. Webster/Hooper; 2. V. Lenone; 3. J. Bitker.
250 EX: 1. Charles Barney/Scott Stearns; 2. Paul Krause/Andy Matthews; 3. Steve Webb/John McCormick.
250 AM: 1. Keith Whitlack/Mark Borgone; 2. Paul Baker/John Elarice; 3. Alan Peel/Dennis Torgerson.
250 NOV: 1. Clark Witmoth/Mike Spans; 2. Dan Childs/Jim Nesmith; 3. Brad Giblits/Brent Smith.
250 BEG: 1. Craig Mann; 2. James Fowler/Charles Lamson; 3. Ray Bylsma.
C EX: 1. Tom Elias/D. Summers; 2. Mike Jones; 3. Greg Johnston/Mark Zoller.
C AM: 1. John Karell/Guy Kibbe; 2. Charlie Morris/Joe Osteen.
C NOV: 1. Jim Gilpin/Phil Wood; 2. John Haller/-Gary Curry; 3. Bill Crawford/Tom Wells.
C BEG: 1. Bob Alexander Jr/Matt Alexander; 2. Ron Johnston; 3. Lowell Martin.
VET OPEN EX: 1. Bill Satlzman; 2. Steve Thompson/Jim Robinson; 3. Ed Seyler/David Burson.
VET OPEN AM: 1. Hank San Miguel/Keith Tennis; 2. John Thompson/Cliff Wood; 3. Mark Romp/-Jim Shutterwarde.
VET OPEN NOV: 1. Andy Rocoo/Bob Adams; 2. Dick Brownell/Doug Erlemann; 3. C. Carson/P. Martin.
VET OPEN BEG: 1. Jim Hammons.
VET 250 EX: 1. Wes Anderson Jr/Monte Lee; 2. Earl Shuler/Jeff Robins; 3. Ron Paproski/Lester Stiffler.
VET 250 AM: 1. C. Loonsfoot/Bill Childers; 2. Howard Dolan/Bruce Joseph; 3. George Loren/-Gary Jones.
VET 250 NOV: 1. Tim Carlson/Jerry Gilpin.
VET 250 BEG: 1. Leonard Guild; 2. John Cowgill.
SR OPEN EX: 1. Jim Lang/Harold Cooper; 2. L. Lehigh/C. Morris; 3. L. Elias/E. Farrell.
SR OPEN AM: 1. Clarence Willis/Dale Brassfield; 2. Lyle Palmer/Steve Hollister; 3. B. Scott/C. Horst.
SR OPEN NOV: 1. Robert Thomas/Neal Etherton; 2. Ken Boyd/Ken Nichols; 3. John Hessick/Ray Bonham.
SR OPEN BEG: 1. Richard Hughes; 2. Michael Alessi; 3. Fabien Unhassobiscay.
SR 250 EX: 1. Don Whiteborn/Ron Hall; 2. Wayne Goodman/Dave Kersting; 3. A. Guzman/D. Postma.
SR 250 AM: 1. D. Deichman/Mike Dyott; 2. Bill Richardson; 3. Bob Shaw/E. Leizopilote.
SR "C" EX: 1. G. Purser/Jan Lehotan; 2. Ed Ogden; 3. E. Austin/Tom Burroughs.
SUPER SR: 1. Gus Paul/Ramon Louie; 2. Ed Phelan/Jim Sers; 3. Norm Stuart.
WOMEN EX: 1. Diane Holeman/L. Farmer.
WOMEN AM: 1. V. Scott/Johanna Needham; 2. Denise DeVines/Susan Brenman.

Wiechmann wins CRC Desert Fools enduro

By Mike Klinger

RED MOUNTAIN, CA, APR. 1

No finisher pins, flash floods were forcasted, and as a matter of fact, the entire enduro had been cancelled. April Fools signs were posted all over the desert in honor of this year's California Racing Club's Desert Fools enduro. Open AA rider Mark Wiechmann (Yam) "fooled" everybody else by taking the overall win with a score of 1.60, just nine seconds ahead of CRC ace Scott Sampson's 1.69 on a KTM. Twenty-four seconds off of Wiechmann's score for third overall was KTM-mounted Kurt Butler, 1.84. Butler just had the cast removed from his foot on Friday, then he raced on Sunday. Another ironman, Bill Fulmer Jr, finished fifth overall after breaking his back in February at the Prospectors' enduro. Kristi Hamner, a 200 B class woman tied for the overall with Scott Jacobsen, Mini A for loop one honors. Both winners lost only two seconds.

Real problems developed on loop one. The 30 mile loop was outstanding until the very last check, back at camp. When laying out the course some ribbons were misplaced, and unfortunately, directed many riders back to camp. These competitors completely missed the final tie-breaker check. The check had to be thrown out, which made the one-loop race no race at all. Eighteen riders 'zeroed' the loop. The final section leading to the first loop tie-breaker check was a fast 30 mph hustle with a very abrupt halt on the down side of a hill, in which to be clocked. Too bad for the mishap, things could have been quite interesting.

With check five thrown out in loop one, many riders zeroed six of seven checks, and the tie-breaker on loop two was the real decider. A 30 mph section leading to 36 mph for approximately four miles mixed up the scores well. After all the dust had settled, Yamaha IT490-mounted Mark Wiechmann posted the best score. Following Wiechmann were Sampson and Butler. Fourth overall was Randy Kemp, then Bill Fulmer Jr, Tracy Lewis, Greg Newland, Robb Mesecher, Rich Danial and 10th overall Jerry Russell.

Results

OVERALL: 1. Mark Wiechmann; 2. Scott Sampson; 3. Kurt Butler.
OPEN AA-SR: 1. Harry Keast.
OPEN A: 1. Tracy Lewis; 2. Dave Little.
250 A: 1. Jerry Russell; 2. Bill Keese; 3. Red Foster.
200 A: 1. Tom Wilhelm; 2. Robert Leach.
MINI A: 1. Scott Jacobsen.
OPEN A-4ST: 1. Skip Cristy.
200 A-4ST: 1. Tony Casaga.
OPEN A-SR: 1. Art Fallsmore; 2. Mervyn Murray; 3. Ron Webb.
250 A-SR: 1. Warren Stirling; 2. Ed Butler.
OPEN A-SSR: 1. Dave Hutchens.
OPEN A-V: 1. Heath Hibbard; 2. Wayne Stanfield; 3. Charles Monroe, Jack Labrum.
250 A-V: 1. Bruce Boring; 2. Doug Danials.
200 A-V: 1. Glenn Larson.
250 A-W: 1. Dana Bell.
OPEN B: 1. Mark E. Anderson; 2. Don Casey; 3. Ray Hoffman.
250 B: 1. Jesus Plascencia; 2. Rob McClelland; 3. Jeff Bahr.
200 B: 1. Tim Hoover; 2. Denny Walker; 3. Troy Skaggs.
MINI B: 1. Darin Trippensee.
200 B-16: 1. Tommy Veator.
OPEN B-4ST: 1. Randy Klassen; 2. Eric Nicholson.
250 B-4ST: 1. Randy Schwalenberg.
OPEN B-SR: 1. Roger Alves; 2. Gary Niederhuth; 3. Steve Toomey.
250 B-SR: 1. Donald W. Simone.
200 B-SR: 1. Dennis Scammell.
OPEN B-SSR: 1. Roy Hudson.
250 B-SSR: 1. Nick Lazaris.
OPEN B-V: 1. Pete Skorheim; 2. Mike Ferro; 3. Robert Keller.
250 B-V: 1. George Chase; 2. Lee Johnson.
200 B-V: 1. Ronald Nunnally; 2. Joe Treweek.
200 B-W: 1. Kristi Hamner; 2. Kathy Labrum.
OPEN C: 1. Keith Hart; 2. Mark Fischer; 3. Ken McKenney.
250 C: 1. Bryon Barr; 2. Will Kennedy; 3. George Hamill Jr.
200 C: 1. Charles A. Montoya; 2. Gary Meeker.
125 C: 1. Steve Hill.
MINI C: 1. William Jerry Hughes.
250 C-16: 1. Scott Daw.
OPEN C-4ST: 1. Mike Agner; 2. Steve Maddox; 3. John Uhern.
250 C-4ST: 1. Jeff Fitzpatrick.
OPEN C-SR: 1. Erbie Daw Jr; 2. Wayne Embree; 3. Ed Shelton.
250 C-SR: 1. Tony Durprau.
OPEN C-SSR: 1. B. B. Morgan.
OPEN C-V: 1. Ken Woodling; 2. Mike Bradley; 3. Phil Currey
250 C-V: 1. Klaus Dieter Koepp; 2. Rick Hoffman; 3. Jim Schmardebeck.
200 C-V: 1. Perry J. Eychaner.
200 C-W: 1. Birgit Hudson; 2. Sally Marquez.

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Bishop, CA 93514
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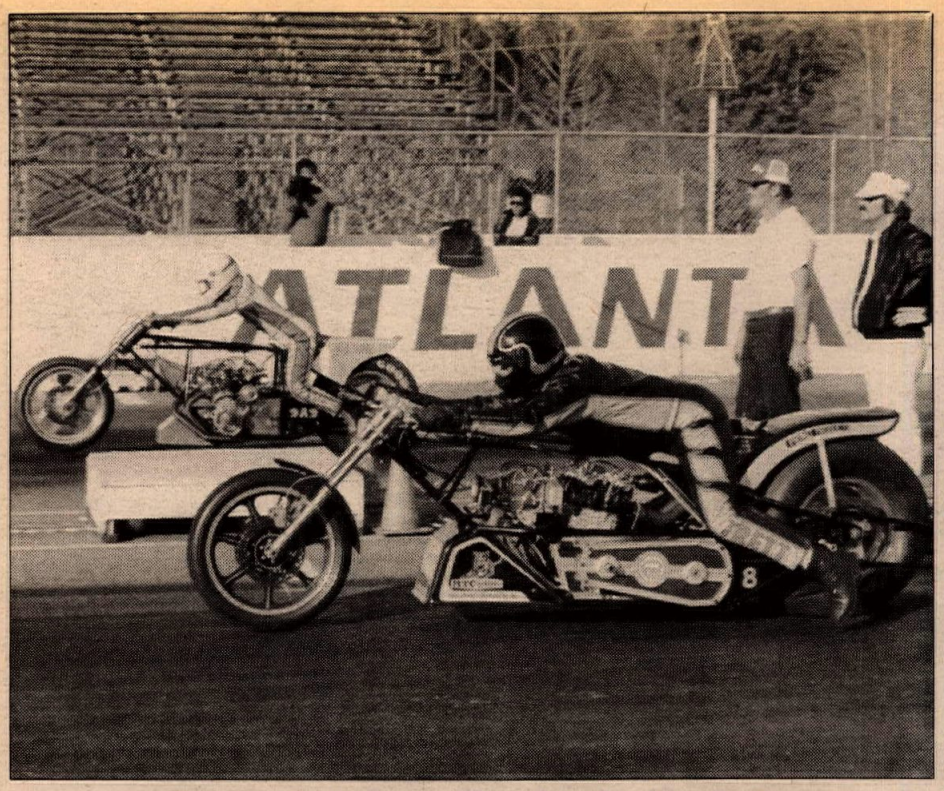

Steve Miles (far lane) had upset on his mind when he met Elmer Trett in Top Fuel. His ride out front lasted to only three-quarters distance.

AMA/Dragbike! National Championship Series: Round 2

Trett scores Atlanta Top Fuel win

By Gary Van Voorhis

COMMERCE, GA, MAR. 30-APR. 1

Elmer Trett dazzled the spectators at the 4th Annual Dixie Cyclenationals at Atlanta International Dragway and flirted with the 200 mph barrier, but didn't break into that magic zone. Trett took the Top Fuel win with a 7.37 second pass at 196.50 mph, his "slowest" run of the weekend. His quickest and fastest run, a 7.33 second tire, smoking 198.65 mph pass in eliminations earned him the elapsed time and top speed AMA/Dragbike! records for Top Fuel. Runs earlier/-later in the meet came within one percent of both figures.

Before the Top Fuel final, Steve Miles was discussing his chances of topping Trett. "I'm optimistic," said Miles, a smile broadly etched on his face. "Elmer is a hard man to beat and he *is* running about 50 miles per hour faster than our bike, but I'm going to make him work for the win. My strategy is to cut the starting light as close as possible. He'll have to get around me to win."

Miles' tuner and sponsor, Mark McIntosh of M&M Racing, agreed with Miles' plan. "I can't twist enough wrenches or tip enough cans to get that much speed out of what is really a Funny Bike. We'll just hope for the best."

Miles, on his 1984 Kawasaki-based 1325cc Top Fueler, staged against Trett's Trett Speed & Custom/MTC/Performance Machine/Primo-sponsored 1983 Kawasaki-based 1327cc blown and injected nitro burner. Miles came off the line cleanly in the lead while Trett appeared to wait a split second before unleashing his engine's 400-plus horsepower to the 14-inch wide Goodyear slick on the rear and lifting the front wheel for a track skimming 1,320 foot run to the timing lights. Trett's "Mountain Magic" roared past the valiant Miles at about the three-quarters mark for the win with Miles posting a 8.66/146.80 losing effort.

"I just work hard and keep on trying," said the unassuming Trett afterward. "I might have been able to squeeze out a bit more on top end, but there's a part of the track near the finish line that has a groove in the asphalt where two patches come together. I got in that and had to roll off the throttle for an instant."

Trett acknowledged he had "made a few changes from last year" to the bike and that his engine wasn't tuned for maximum horsepower. "If I got all the horsepower from the engine I could get," said Trett, "it would all go up smoking the rear tire."

Dave Sawyer, on a newly built 1982 Suzuki-based Pro Stocker by Star Cycle, broke the Kawasaki hold on winning. Sawyer, the number one qualifier, was the only non-Kawasaki rider in the Pro Stock field. He met Curtis Story, on the C&S Repairs/Larry Cook-sponsored Kawasaki, in the final.

The two left the line together and the run appeared close at halfway. Then a puff of smoke from Story's bike's engine told the tale. He coasted across the finish line. Sawyer's winning time was 9.15/144.

"The bike is brand new and I'm really pleased with the way it ran," said Sawyer afterward. "I had too much horsepower for the track conditions and couldn't get the kind of traction I wanted in any of my runs. I actually had to add 52 pounds to the bike to make it legal. •

SPEEDWAY WEEK

PHOTO BY SCOTT DALOISIO

Alan Christian took a photo-finish win over Mike Faria at Costa Mesa. Faria, a two-time Scratch winner during the week, just missed his third.

Christian edges Faria at Costa Mesa

By Scott Daloisio

COSTA MESA, CA, APR. 14

Alan "Crazy" Christian (STP/First National Monetary/Hi-Point Godd) defeated Mike Faria in a photo finish of one of the best Scratch mains ever run at Orange County Fairgrounds.

Faria, who came into the race with Ventura and San Bernardino Scratch mains already won this week, drew the pole. His chances of sweeping the week looked good, especially since two-time Costa Mesa winner Mike Bast was held off the program by promoter Harry Oxley. Christian won both his heat and semi, but drew the outside gate.

As the tapes flew up Faria led Christian, Kelly Moran and Dubb Ferrell into the first bend. Faria held the top spot until the end of the opening go-'round, when Christian edged by on the outside. From then on it was a handlebar-to-handlebar war. Christian would edge ahead on the outsides of the straightaways only to have Faria wrestle the lead back in the bends.

It all came down to the final corner, where Faria got a tremendous drive from the inside. Christian then got a similar drive just inches from the crashwall and they flashed across the line wheel to wheel. The scorers were split, the crowd was going crazy and Christian was sitting on the ground after going out of control and hitting the wall in turn one. Finally referee Irwin Moon had to break the tie and he ruled in favor of Christian. Amazingly, that makes it three shows on the season at Costa Mesa and all three Scratch mains have gone to the rider coming from gate four.

Kurt Strommer (Hair by Bev Wes) swept the Handicap side of the program from the 20-yard line. John Foster chased Strommer for the first two laps in the main, only to be relegated back to fourth when Mike Curoso and Dubb Ferrell — riding with a badly injured hand — screamed by on lap two. Curoso and Ferrell immediately pulled up on Strommer and tried to forge their way by on the inside. They went at it elbow to elbow until the first corner on the final circuit, when Curoso gave Strommer more than a little nudge. Strommer took a heavy tumble into the crashwall while his bike flipped down the track, causing a red flag. Since the red came out, the race reverted to the last completed lap. At that time Strommer was leading and he got the the credit for the win. Curoso got 86ed for his overaggressive action, so Ferrell wound up second with Faria third.

Mike Golightly (MJB Maely) held off Jeff Springman to win both his heat and the main event in Second Division action. Ex-Junior Champ Ronnie Correy chased Golightly for one lap before Springman got by. Springman rode his hardest but Golightly was not to be denied and took his first win of the season. Hard-charging Andy Northrup took third.

Results

SCRATCH MAIN: 1. Alan Christian (Godd); 2. Mike Faria (Wes); 3. Kelly Moran (Godd); 4. Dubb Ferrell (Jaw).

HANDICAP MAIN: 1. Kurt Strommer (Wes); 2. Dubb Ferrell (Jaw); 3. Mike Faria (Wes); 4. John Sandona (Wes); 5. John Foster (Wes); 6. Mike Curoso (Wes).

SECOND DIV: 1. Mike Golightly (Mae); 2. Jeff Springman (Wes); 3. Andy Northrup (Wes); 4. Randy Bennett (Godd); 5. Ronnie Correy (Jaw); 6. Moose Kennedy (Jaw).

THIRD DIV: 1. Walt Farnum (Jaw); 2. Don Bishop (Jaw); 3. Wayne Selman (Godd); 4. Bryce Eikelberger (Godd); 5. Rick Vanderham (Mae); 6. Jeff Jones (Wes).

MATCH RACE: Buddy Robinson def. Brad Oxley.

Faria bests Bast at IMS

By Scott Daloisio

SAN BERNARDINO, CA, APR. 11 "Flyin' Mike" Faria thrilled his new sponsors at Budweiser by taking his second Scratch main in a row at John LaDoucer's Inland Motorcycle Speedway. Faria's win, however, was almost overshadowed by Mike Bast, who appeared in his 100th Scratch main at IMS.

Also sponsored by Shoei, Oakley, Kal-Gard and STP, Faria came from the inside spot on the grid to lead Bast into turn one. Much to the delight of the crowd, Bast tried to get by Faria on the outside over the first two circuits. When that didn't work he dropped down to the pole but that also proved unfruitful as Faria opened up a lead that he maintained to the checkers.

Even though Faria had it in the bag, the action was by no means over. As they exited turn four on the last lap, Brad Oxley attempted to pass Bast on the inside for second. Bast chopped down in front of Oxley with a very aggressive block and raced across the line in second. As they approached turn one on the slow-down lap, Oxley ran into Bast. Bast started to fall, and collected Kelly Moran. Moran had nothing to do with the extracuricular activities, but as happens many times in these situations, the innocent bystander got the worst of it. Moran flew off his bike and was being dragged behind Bast's when he got his arm caught in the rear section. After they came to a stop it was feared that Moran had been seriously injured, but after a few tense minutes he walked away under his own power.

In one of the prettiest rides seen at IMS in many a moon, local hero John Sandona (San Bernardino Valley College/Malcolm Smith/Moto Pro Lubricants/Team Tamm/STP Wes) took the Handicap main from the 40. Dennis Briggs took the lead from the start over Keith "Comeback Kid" Larsen. Several times Larsen pulled outside of Briggs and looked ready to take over the point position, but Briggs always proved equal to the challenge. Sandona had come blowing through the pack and he took Larsen first, then passed Briggs as they passed under the white flag. Riding like a man possessed, Sandona put the crowd on their feet as he flew past the checkered. Briggs hung on for second as Mike Curoso took third.

Bob Ott (Jaw) moved from the 10-yard line to pass Bryce Eikelberger in turn four on the opening go-'round and he went on to win the Second Division main. Ott had to hold off a charge from Andy Northrup, who has been moved up to First Division for this next week. Wayne Leutz, riding with a cast over his broken wrist, finished third. •

Results

SCRATCH MAIN: 1. Mike Faria (Wes); 2. Mike Bast (Wes); 3. Brad Oxley (Wes); 4. Kelly Moran (Godd).

HANDICAP MAIN: 1. John Sandona (Wes); 2. Dennis Briggs (Godd); 3. Mike Curoso (Wes); 4. Keith Larsen (Wes); 5. Brad Oxley (Wes); 6. Ed Castro (Jaw).

SECOND DIV: 1. Bob Ott (Jaw); 2. Andy Northrup (Jaw); 3. Wayne Leutz (Wes); 4. Pat Hawley (Godd); 5. Bryce Eikelberger (Godd); 6. Shane McDonald (Jaw).

THIRD DIV: 1. Ron Williams (Jaw); 2. Don Butler (Jaw); 3. Doug Benjamin (Wes); 4. Chris Mistretta (Jaw); 5. Walt Farnum (Jaw); 6. Ed Marshall (Jaw).

JUNIOR MAIN: 1. Tim Gewecke; 2. Jessee Finch; 3. Dave Busby; 4. Billy Felts; 5. Josh Larsen; 6. Greg Hancock.

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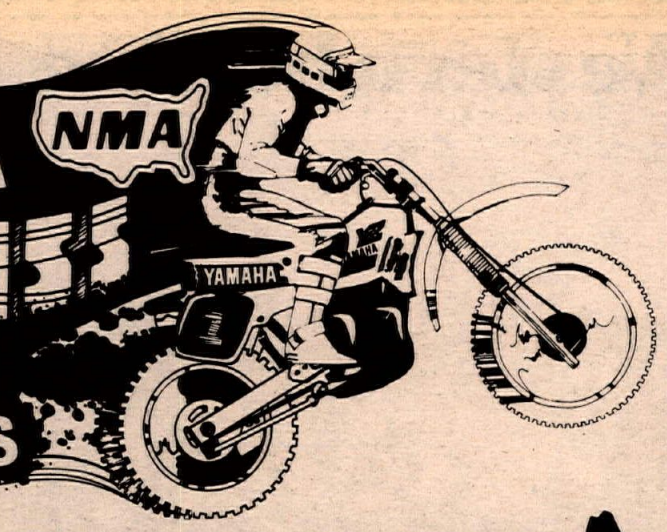

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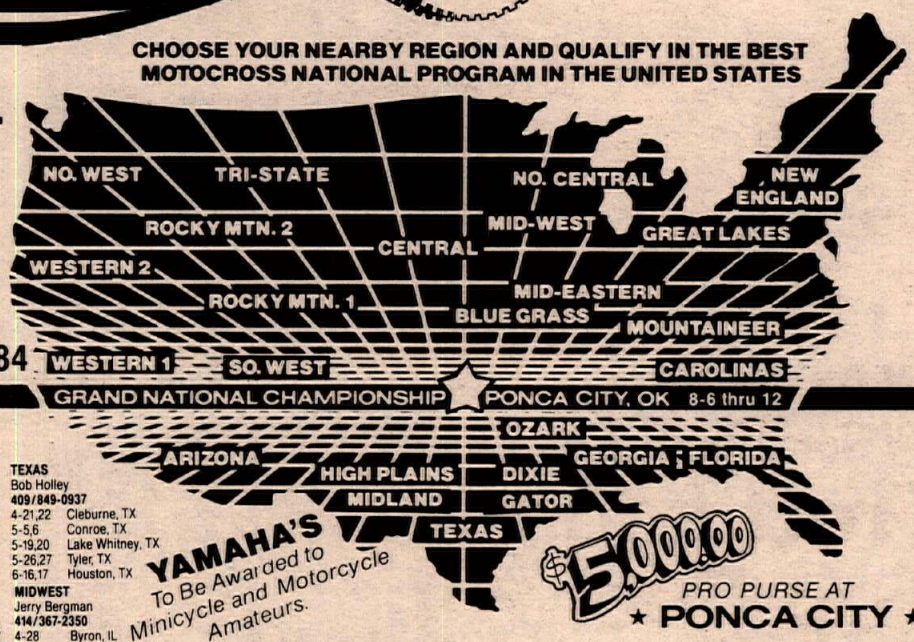

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12 to 16 yrs.	Open	105cc	Mod.
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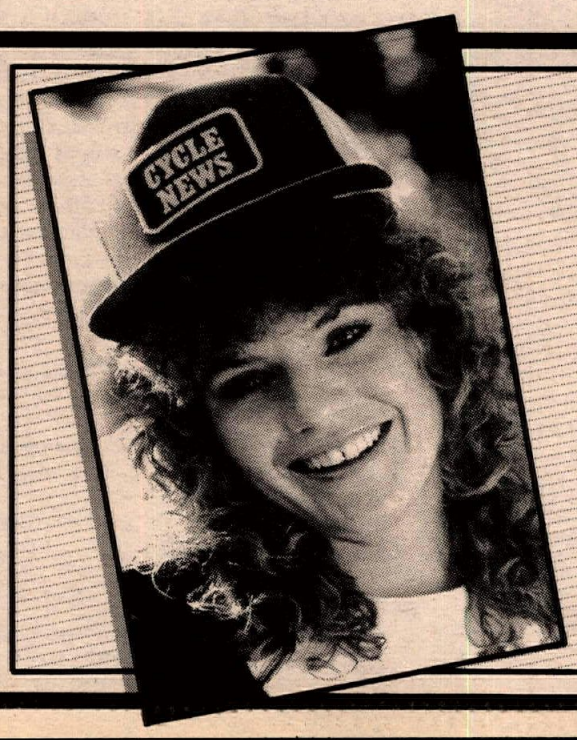

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PHOTO BY TOM GRIFFITH

(Above) Tom Holt (34H) took second in the 125cc Jr. class at the Dunes. (Below) John McKibben captured two wins at Firebird Raceway.

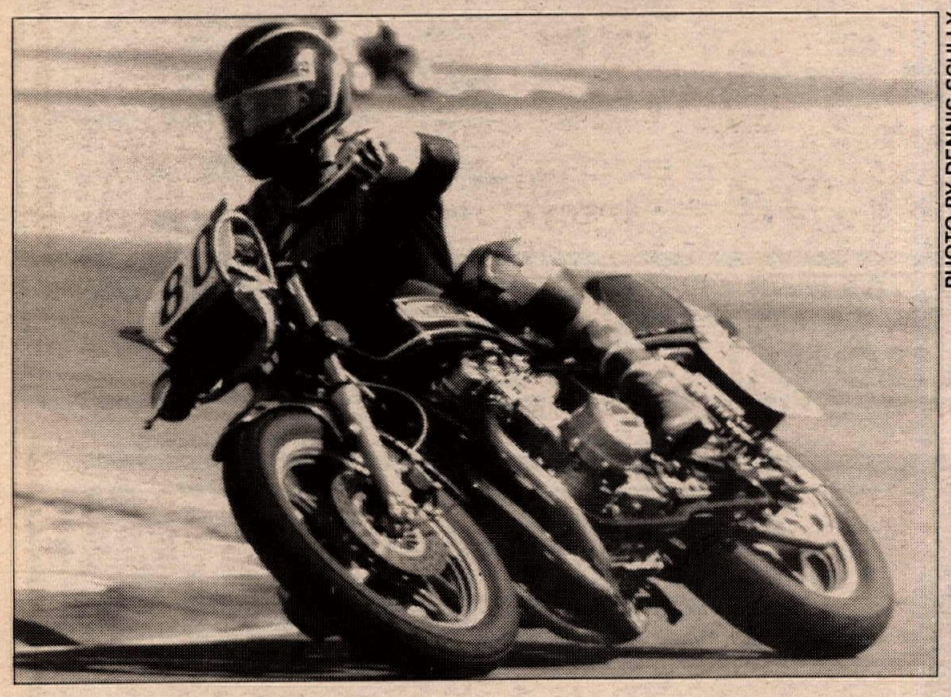

PHOTO BY DENNIS SCULLY

Blose on top at Don Hart Memorial MX in Blythe

By Sandy Berm

BLYTHE, CA, APR. 8

Kawasaki rider Chappy Blose cleaned up the special Don Hart Memorial Pro Purse, (in memory of a 19-year-old rider who met with a fatal auto accident a year ago), with a first place in both the 125cc and 250cc Pro class. Team Green rider Scott Keyes squeezed out a well-earned second place in the 125cc Pro class and new 250cc Pro star Eric Kirk, after two hot holeshots and holding Blose off for 11 of the 12 lap motos, slid out on the last lap before the checkered flag, and settled for second behind Blose. Jimmy "Monkey" Button, American Honda rider, took a first in the Pee Wee and 80cc Amateur Modified class with Wes Parker second. Scott Ardema, after a second moto holeshot, held off the other riders Brent Wineland and Jimmy Button.

Kevin Cook claimed a double victory in the Novice Stock and Modified class and Damon Watkins claimed second in both classes.

Robbie Olson surprised the 250cc Stock and Modified Amateur class with two victories on his new Honda, after only two hours practice as a 250cc rider. Dave Townsend and Suzuki rider John Almeida settled for seconds in each class.

Thomsen's show at DeAnza

By Michael Gillies

SUNNYMEAD, CA, APR. 8

Malcolm Smith's Tom Thomsen (Yam) smoked today's 250cc Intermediate class at DeAnza Cycle Park. Leading both of his motos from start to finish just wasn't enough for Thomsen, though; he passed and beat half of the 250cc Pro class in the first moto.

Thomsen roosted his YZ250 to the head of the pack in moto one with BTS Oil's Tony Strangio (Kaw) and Torco's Keith Dysert (Suz) arguing over second. By lap three Ruben Alvarado (Suz) watched the Dysert/Strangio duel from behind and was obviously held back by it. Alvarado took over second place on the fifth lap with about 100 yards separating him from Thomsen, who was just catching the 250cc Pro race that started half a lap ahead of him. Dysert and Strangio continued to battle through the 10th lap, when lapped riders and fatigue forced them to settle down with Strangio holding third. Thomsen cruised through the checkers first, Alvarado was second, while Strangio and Dysert were third and fourth.

Thomsen's second moto was, for him, a carbon copy of his first, except he only passed two Pros this time out so as not to look too conspicuous. Rounding the first turn just behind Thomsen was Alvarado, Dysert and Buena Park Yamaha's John Sullivan. By the end of the first lap, Strangio passed Sullivan and applied pressure to Dysert. Unfortunately, Strangio went down on lap three and didn't remount until the fifth lap, putting him in last place. Thomsen continued to lead but was definitely working harder this moto because Alvarado saw his chance for the overall win about 10 feet in front of him. Thomsen kept his cool, though, and didn't let Alvarado find any weak points in his defense of his perfect 1-1 score. Alvarado's 2-2 netted him second, while Dysert's 4-3 gave him third. Mike Carlo (Hon) was fourth with a 6-4.

One 250cc Pro who definitely didn't worry about being passed by Thomsen, was Suzuki Country's Brent Blount. He won his first 250cc race with a 2-1 score. Blount traded moto wins with John "Poor Boy" Slavens (Kaw), while Gerry Lattimer (Kaw) held on for third with a 3-3 score.

Results

PEE WEE: 1. Jon Pauls (Yam); 2. Billy Valko (Yam); 3. Robert Alan Cole (Yam).
DIV III: 1. Brian Peterson (Kaw); 2. David Curtis (Yam); 3. Lee Ford (Yam).
JR CYCLE: 1. Deric Garcia (Kaw); 2. Brian Peterson (Kaw); 3. Ed Wright (Kaw).
MINI BEG: 1. Jeb Brock (Yam); 2. Ryan Pauls (Hon); 3. Steve Tucker (Yam).
MINI NOV: 1. Larry Laye (Yam); 2. Mike Brooks (Yam); 3. Dennis Vrban (Yam).
125 BEG: 1. Craig Crowder (Suz); 2. Mike Carr (Hon); 3. Jeff Hays (Yam).
125 NOV: 1. Matt Kegleg (Yam); 2. Greg Wall (Hon); 3. Jim Kuntz (Suz).
125 INT: 1. Wade Park (Yam); 2. Brian Mayer (Suz); 3. David Church (Hon).
125 PRO: 1. Mike Kell (Suz); 2. Joe Bond (Suz); 3. Mark Decker (Yam).
250 BEG: 1. Gary Garman (Yam); 2. Mike Michetti (Jon); 3. Tom Smith (Yam).
250 NOV: 1. Tom Popovich Jr. (Hon); 2. Rich Mihalic (Hon); 3. Ron Tohon (Hon).
250 INT: 1. Tom Thomsen (Yam); 2. Ruben Alvarado (Suz); 3. Keith Dysert (Suz).
250 PRO: 1. Brent Blount (Suz); 2. John Slavens (Kaw); 3. Gerry Lattimer (Kaw).
OPEN BEG: 1. Sam Gold (Hon); 2. Craig Cortmer (Mai); 3. Phil Dorsett (Suz).
OPEN NOV: 1. Paul Dayton (Hon); 2. Tom Mayfield (Mai).
OPEN INT: 1. Corey Bogane (Mai); 2. Jim Caspio (Suz).
OPEN PRO: 1. Pat Weber (Hon); 2. Dan Paulson (Hon).
VET JR: 1. David Knapik (Suz); 2. Kitty Mayfield (Suz); 3. Gary Beck (KTM).
VET INT: 1. Tom Sawyer (Hon); 2. Mike Brooks (Hus); 3. Pat Dale (Cag).
VET SR: 1. Keith Dysert (Suz); 2. Larry Lowen (Suz); 3. Paul E. Wild (Yam).

McCoy stars at Budweiser Pre-Summer Bash at the Dunes

By Tom Griffith

VALENCIA, CA, APR. 8

Mouse McCoy brought his newest Kawasaki mount to American Motocross Enterprises Budweiser-sponsored Pre-Summer Bash at Indian Dunes International track today. The KX125 fitted Mouse's growing frame much better than past KX80's, and he showed the 125cc Intermediates he has learned to handle the larger mount.

By the time the 125cc Intermediate pack got to the sandy section on lap one of moto one, Guy Arnone was fighting for the lead with no less than five other hot 125s behind. The KTM of Mike Knapp, Suzuki of Mike Hughes, Yamaha of Pat McConnell, Arnone's Honda and McCoy's Kawie made their own race and left the other ten riders racing for sixth place. When the white flag appeared Arnone assumed the lead, but less than two seconds behind came Mouse and Hughes.

At the start of moto two, they blasted up the start hill with Brad Toms of Kawasaki Goleta in front. The racing was exciting as, again, McCoy, Hughes, Arnone and Toms diced for first. At mid-race, McCoy came around all alone, Arnone had stalled back in the tower section. A distant second was Mike Hughes, then in sixth came Arnone. Time ran out before Guy could get back within striking distance of either Hughes or McCoy, and brought his Brad Support-CR125 into third and second overall behind Mouse's 2-1 first place score. Hughes grabbed third overall followed by Toms in fourth and Pete Csulak in fifth.

The Minicycle action saw several riders from Washington state doing battle with the local hot shoes. Renton Kawasaki/PJ 1-sponsored Oren Bray from Renton, WA, paced the Mini Experts to first overall and also took fourth-place brass in the 125cc Junior race. Another of the Washington troop was Mini Beginner Susan Chapman aboard her KX80 taking a solid 3-4 score and third overall.

Results

PEE WEE BEG: 1. Robby Hammond (Yam); 2. Shane Andersen (Yam).
PEE WEE JR: 1. David Handren (Yam); 2. Pablo Lara (Yam); 3. Shaun Perolio (Ital).
JR CYCLE BEG: 1. Brad Schultz (Kaw); 2. Patrick Wade (Kaw) 3. Jonathan Petralia (Kaw).
JR CYCLE EX: 1. Moose Wine (Kaw).
MINI BEG: 1. Jehrrod Thames (Hon); 2. Jason Yoshida (Kaw); 3. Susan Chapman (Kaw).
MINI JR: 1. Brian Alsobrook (Kaw); 2. Danny Andersen (Yam); 3. Charlie Love (Kaw).
MINI INT: 1. Chris Lara (Kaw); 2. Shane Trittler (Kaw); 3. Sean Blanchard (Kaw).
MINI EX: 1. Oren Bray (Kaw); 2. John Sowards (Kaw).
125 BEG: 1. Paul Proctor (Yam); 2. Scott Steffy (Kaw); 3. Larry Kuebler (Hon).
125 JR: 1. Tom Holt (Kaw); 2. Curt Trimble (Hon);

3. Greg Benton (Suz).
125 INT: 1. Mouse McCoy (Kaw); 2. Guy Arnone (Hon); 3. Mike Hughes (Suz).
125 PRO: 1. Andy Ellis (Suz); 2. Jim Simons (Kaw); 3. Joe Hopkins (Kaw).
250 JR: 1. Glen gordy (Kaw); 2. Darryl Cheresh-koff (Yam); 3. Burt Ulmer (Yam).
250 INT: 1. Mike Watson (Hon); 2. Joel Harriott (Hon); 3. Chuck Penny (Suz).
250 PRO: 1. Mike Shoemaker (Yam); 2. Tracy Oswell (Hon); 3. Kevin Allman (Suz).
500 JR: 1. Danny Casson (Hon); 2. Marc Cummins (Hon); 3. Scott Freeman (Hon).
500 INT: 1. Darryl Melton (Hon); 2. Joe Kehoe (Hon).
VET JR: 1. Wiley Seitzler (Suz); 2. Dale Brockett (Hon); 3. Kent Johnson (Yam).
VET INT: 1. Mark Martin (Suz); 2. Dennis Warner (Yam); 3. Gilbert Zavala (Suz).
VET EX: 1. Alan Verchick (Hon); 2. Bob Dunham (Hon).

Bagwell best Beginner at Saddleback MX

By Tom Corley

ORANGE, CA, APR. 8

Honda-mounted David Bagwell used a 1-2 tally today to capture the win at the 250cc Beginner class at California Racing Club's Saddleback MX. Bagwell had to contend with stiff competition by Ronald Williams and "Fly'n Hawaiian" Bob Michael.

When the gate dropped for the start of the first moto, Michael shot into the lead, while Handy Hickalow (500cc Beginner rider) followed in second. However, Hickalow went too wide around a turn allowing Bagwell to motor by. Then a duel for the lead took place between Michael and Bagwell, but when the checkered flag came out, Michael managed to defend his lead and take the win. Bagwell took second while Ronald Williams, Mark Gibson and Dennis Agius followed.

The start of the second moto saw Jeff Daniels take control of the lead while Agius, aboard a KTM, settled into second. Bagwell, after a third-place start, reeled in Agius and passed the KTM pilot for second. Time ran out for Bagwell to catch up to Daniels, who went on to take the win. Daniel finished a disapointing ninth in the first moto, which enabled Bagwell to take the first-place trophy. Williams finished third ahead of Michael and Gibson.

Jeff Harriott topped both motos of the Veteran Master class but not without some challenges by Nick Costello and Russ Robinson.

In the first moto, Costello chased Harriott for the lead but was passed by Jody Weisel. However, Weisel wasn't much of a threat to Harriott as the leader went on to take the win ahead of Weisel, Costello and Robinson.

Costillo jumped into the lead at the start of the second moto, with Harriott and Robinson hot on his rear fender. Costillo's lead was brief when Harriott slipped by. Harriott stretched his lead from then on and easily took the win. Costillo held on for second ahead of Robinson and Weisel.

Results

60 NOV: 1. Dennis Dahlin (Kaw); 2. Lucky Rowland (Kaw); 3. Joey Curtis (Kaw).
60 INT: 1. Dana Wiggins (Kaw); 2. Damon Huffman (Kaw); 3. John Shaver (Kaw).
60 EX: 1. Buddy Antunez (Kaw); 2. Joel Tokarsky (Kaw); 3. Jesse James (Kaw).
80 STK BEG: 1. Mike Corry (Suz); 2. Mike McClain (Yam); 3. Charles Vice (Suz).
80 STK NOV: 1. Dugan Sanders (Yam); 2. Joey Abbinanti (Kaw); 3. Buddy Antunez (Kaw).
80 MOD NOV: 1. Doug Huston (Yam); 2. Garth Tarlow (Kaw); 3. David Noel (Kaw).
80 STK INT: 1. Steve Furuya (Kaw); 2. Todd Hayes (Suz); 3. Anthony French (Kaw).
80 MOD INT: 1. Damon Bradshaw (Yam); 2. Steve Furuya (Kaw); 3. Anthony French (Kaw).
80 MOD EX: 1. Mike Kiedrowski (Kaw); 2. Dennis Stephenson (Kaw); 3. Ronnie Tichenor (Kaw).

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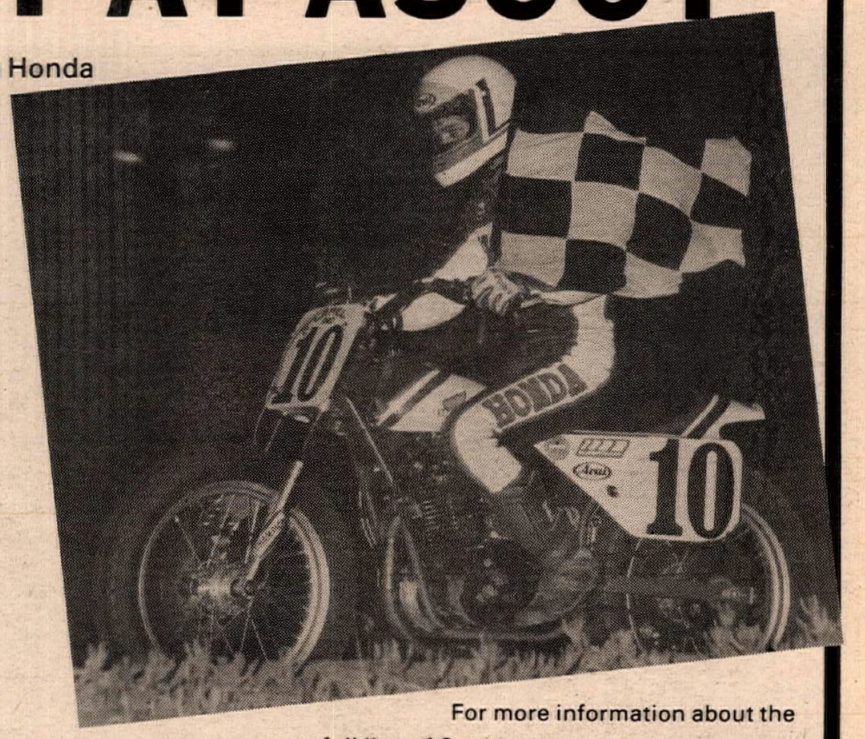

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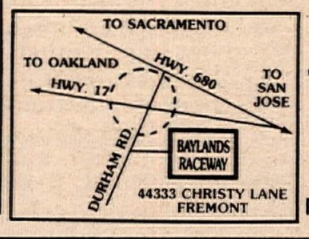

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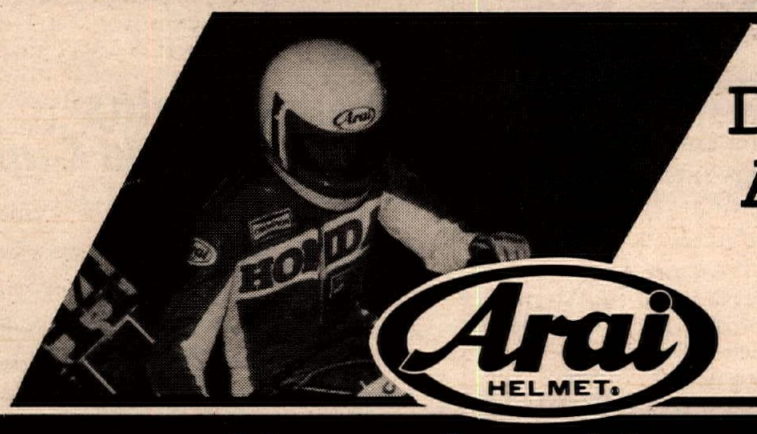


Doug Chandler wins Ascot T.T. and Arai tops the ride.

Arai HELMET

HEAD AND VISOR ABOVE THE REST

Western hotline

PHOTO BY TOM CORLEY

(Above) Racing was tight at CRC's MX at the Dunes. (Below) Todd Huegel (81) and Tom Gergen dice in the 250cc Intermediate class at Corona.

PHOTO BY NATE RAUBA

80 STK EX: 1. Eddie Hicks (Yam); 2. Mike Healey (Suz); 3. Lowell Thompson (Yam).
125 BEG #1: 1. Bill Gilbert (Yam); 2. Mike Steinhoff (Hon); 3. Tom Cardona (Suz).
125 BEG #2: 1. Jeff Orozco (Kaw); 2. Phillip Wurster (Hon); 3. David Salinas (Kaw).
125 NOV: 1. Steve Kendall (Suz); 2. Alan Pierce (Kaw); 3. Chad Smart (Suz).
125 INT #1: 1. Scott Myers (Yam); 2. Chad Parker (Kaw); 3. Billy Whitley (Kaw).
125 INT #2: 1. Frankie Brundage (Kaw); 2. Jeff Barbacovi (Yam); 3. John Davis (Yam).
125 PRO: 1. Todd Campbell (Kaw); 2. Bader Manneh (Kaw); 3. Craig Canoy (Hon).
250 BEG: 1. David Bagwell (Hon); 2. Ronald Williams (Hon); 3. Bob Michael (Hon).
250 NOV: 1. Henry Corry (Suz); 2. Joe Merrian (Hon); 3. Andy Barth (Yam).
250 INT: 1. Mike Magallanes (Yam); 2. Lance Rieman (Yam); 3. John Hemme (Hon).
250 PRO: 1. Kris Bigelow (Yam); 2. John Drury (Hon); 3. Paul Mclain (Hon).
500 BEG: 1. Handy Hickalow (Suz); 2. Dean Sexton (Hon).
500 NOV: 1. Alex Milly (Hon); 2. Joe Crouch (Hon); 3. Jeff Clausen (Hon).
500 INT: 1. Rodger McCabe (Hon); 2. Ruben Falcon (Hon).
500 PRO: 1. Scott Morgan (Hon); 2. Mark Medock (Hon); 3. Gary Kilhy (Hon).
VET JR: 1. Dennis Lawrence (Hus); 2. Robert Cooke (Hon); 3. Tom Spurgin (Hus).
VET INT: 1. Benyt Johansson (Hon).
VET MASTER: 1. Jeff Harriott (Hon); 2. Nick Costello (Hon); 3. Jody Weisel (Yam).

McLain claims victory at Corona night MX

By Nate Rauba

CORONA, CA, APR. 6

A new triple jump section and rebuilt jumps had most riders logging a lot of air time tonight at Corona Raceway. Between flights Mike McLain hooked his Kawasaki up with the ground to win both motos of the combined Mini Expert/Intermediate/Novice race, but only after some tough competition from Intermediates Ron West and Larry Sayeg.

McLain followed Sayeg (Pomona Valley Kawasaki) through the first turn in moto one, with Novice Donny McGlaughlin (Kaw) and West (BTS/Suz) right behind. Sayeg crashed on the first lap, handing the lead to McLain, while West moved by McGlaughlin. It took West about another two laps to make up the distance on McLain, and when he caught him midway through the race, they put on quite a show. West pulled alongside McLain going into the first corner at the beginning of the fourth lap, but was shut off by the Kawasaki pilot in the turn. West battled back throughout the lap and tried the same move on the following lap but couldn't get by. McLain managed to put slower riders behind him that held West up on the final lap and kept him from making a charge for the lead. McLain crossed the line a comfortable distance ahead of West, while McGlaughlin led the Novices home.

Sayeg recovered from his crash in the first moto and charged into the lead of the second ahead of McLain. West gated poorly and was in fifth behind Novices Buddy Antunez (Kaw) and McGlaughlin. After two laps of dicing, West finally made his way by and set out after Sayeg and McLain. At mid moto, West caught up, and the three were bunched together with McLain holding down first, Sayeg second and West a close third. West passed Sayeg but was repassed a lap later when West went wide through a turn to get around a slower rider. Sayeg took the inside, and exciting the corner the two bumped, yet, both stayed upright. When the white flag flew, West was back in second and close enough to McLain to read the stickers on his rear fender. The two battled all the way around the track, but West couldn't get by and came up short at the end. Sayeg crossed the line in third but was later disqualified. McGlaughlin passed Antunez halfway through the race to capture the Novice win.

Results

PEE WEE: 1. Mike Metzger (Hon); 2. Chris Comer (Kaw); 3. Eddie Moraga (Yam).
MINI BEG 12-: 1. Dana Wiggins (Kaw); 2. Robert Naber (Kaw); 3. Jeb Brock (Yam).
MINI BEG 13+: 1. Donny McGlaughlin (Kaw); 2. Buddy Antunez (Kaw); 3. David Wodaszewski (Kaw).
MINI INT: 1. Ron West (Suz); 2. Larry Sayeg (Kaw).
MINI EX: 1. Mike McLain (Kaw).
125 BEG I: 1. Jeff Hays (Yam); 2. Billy Beltz (Suz); 3. Dave Oley (Suz).
125 BEG II: 1. Phil Alamangos (Yam); 2. Steve Young (Yam); 3. Brad Fletcher (Yam).
125 NOV I: 1. Chad Smart (Suz); 2. Chris Winkler (Hon); 3. BJ Millspaugh (Yam).
125 NOV II: 1. Tony Magallanes (Hon); 2. Chris Pillow (Hon); 3. Jeff Capt (Kaw).
125 INT: 1. Gary Lacy (Hon); 2. Joey Cox (Kaw); 3. Tim Benson (Yam).
250 BEG: 1. Kon Baur (Yam); 2. Jeff Thoms (Yam); 3. Dan Wilborn (Yam).
250 NOV: 1. Rich Mihalic (Hon); 2. Jim Williams (Suz); 3. Darin Maddox (Hon).
250 INT: 1. Bruce Harcrow (Hon); 2. Mike Magallanes (Yam); 3. Tom Brown (Hon).
OPEN BEG: 1. Don Abdella (Mai); 2. Daniel Cukar (Suz); 3. Rick Sanford (Hon).
OPEN NOV: 1. Greg Carson (Hon); 2. Paul Pitzonka (Kaw); 3. James Rader (Hon).
VET: 1. Ron Way (Hon); 2. Bob Lowther (Hus).
COMB PRO: 1. Don Griewe (KTM); 2. Paul McLain (Hon); 3. Willy Musgrave (Hon).

Chandler wins Gardena Gold Cup Half Mile

By Maureen Lee

GARDENA, CA, APR. 6

Doug Chandler won the Expert Final at the Gardena Gold Cup half mile on his Jerry Griffith-prepared Honda twin, becoming the first man to win at the event as a Novice, Junior and Expert. Chandler's victory also marked Honda's first 750cc half mile victory at Ascot.

Chandler started out the night by setting fast time — 22.41 seconds — but was beaten in the fastest heat by Mike Garrison. Chandler lead briefly but Garrison grabbed it and won.

Second heat went to Steve Morehead — winner of the '83 Gold Cup — with Dan Ingram second spot.

Third heat had Mike Minnig into turn one first, but Pete Hames was by very quickly on his way to the win. In third was Gary Scott who soon had his hands full with Don Howard. Both of them got by Minnig and Howard was leading Scott in second place when his bike let go on the last lap.

Randy Green won the semi with Jeff Johnson second. Mike Gilkey became the last transfer to the main with Mickey Fay fourth.

After three Trophy Dash restarts, Mike Garrison won, with Chandler and Hames fighting for second with Chandler getting it.

Come the main Garrison got out in front again with Chandler and Morehead in hot pursuit. Chandler was quickly in full command and around the third lap Pete Hames went down in turn one. Garrison and Morehead ran with Chandler for awhile but Chandler soon pulled further and further ahead.

The rest of the pack shook down to Bob Land in fourth, then Gary Scott, Dan Ingram and Randy Green. In the closing laps Morehead had the upper hand over Garrison and was in second. Land's motor let go, costing him fourth. Scott finished fourth.

In the large Junior division, fastest heat was the first, won by Chris Carr on a Wood-Rotax. George Roeder II drew attention to himself by coming straight up through the pack to a strong second over Dan Roberts.

Chad Felicio won the second heat by a good margin over Rod Reynolds and Mike Arthur and Roger Thompson were the direct transfers from the third heat.

In the semi, Ryan Fisher, Harold Raggio, Don Roberts and Dan McDonnell had a grand old time swapping the front places around until they settled down into the final placing of Roberts, Fisher, Raggio and McDonnell.

The Junior main was less exciting. They all just settled down into their finish placings from practically lap one, although winner Carr kept putting more space between his back wheel and Felicio, Roeder and Roger Thompson, the other front runners.

Novice Virgil Thompson really dusted off the first Novice heat. Randy Roose won the second and Adam Sabedra won the third and the pole spot for the main event. Honda-mounted Sabedra took off with the lead again in the main followed by Larry Dunnagen and Jim Harrell. As the laps dropped, Sabreda stayed out front with Randy Roose and Winkie Freita coming up to finish second and third.

Results

TROPHY DASH: 1. Mike Garrison (H-D); 2. Doug Chandler (Hon); 3. Pete Hames (H-D); 4. Steve Morehead (H-D).
NOV MAIN: 1. Adam Sabreda (Hon); 2. Randy Roose (Hon); 3. Winkie Freitas (W-R); 4. Larry Dunnagen (Yam); 5. James Harrell (Hon); 6. Anthony Holdsclaw (W-R); 7. John Taylor (W-R); 8. Darin Bladerston (Hon); 9. Virgil Thompson (Yam); 10. Jim Gentile (Yam).
JR MAIN: 1. Chris Carr (W-R); 2. Chad Felicio (W-R); 3. George Roeder II (H-D); 4. Roger Thompson (H-D); 5. Don Roberts (H-D); 6. Ryan Fisher (C-A); 7. Daniel Mcdonnell (H-D); 8. Rod Reynolds (Hon); 9. Harold Raggio Jr (Yam); 10. Michael Arthur (C-A).
EX MAIN: 1. Doug Chandler (Hon); 2. Steve Morehead (H-D); 3. Mike Garrison (H-D); 4. Gary Scott (H-D); 5. Dan Ingram (H-D); 6. Randy Green (H-D); 7. Sal Hoffman (H-D); 8. Mike Minnig (H-D); 9. Jeff Johnson (H-D); 10. Robert Land (H-D); 11. Mickey Fay (W-R); 12. Pete Hames (H-D).

Barbacovi tops Intermediate at the Dunes

By Tom Corley

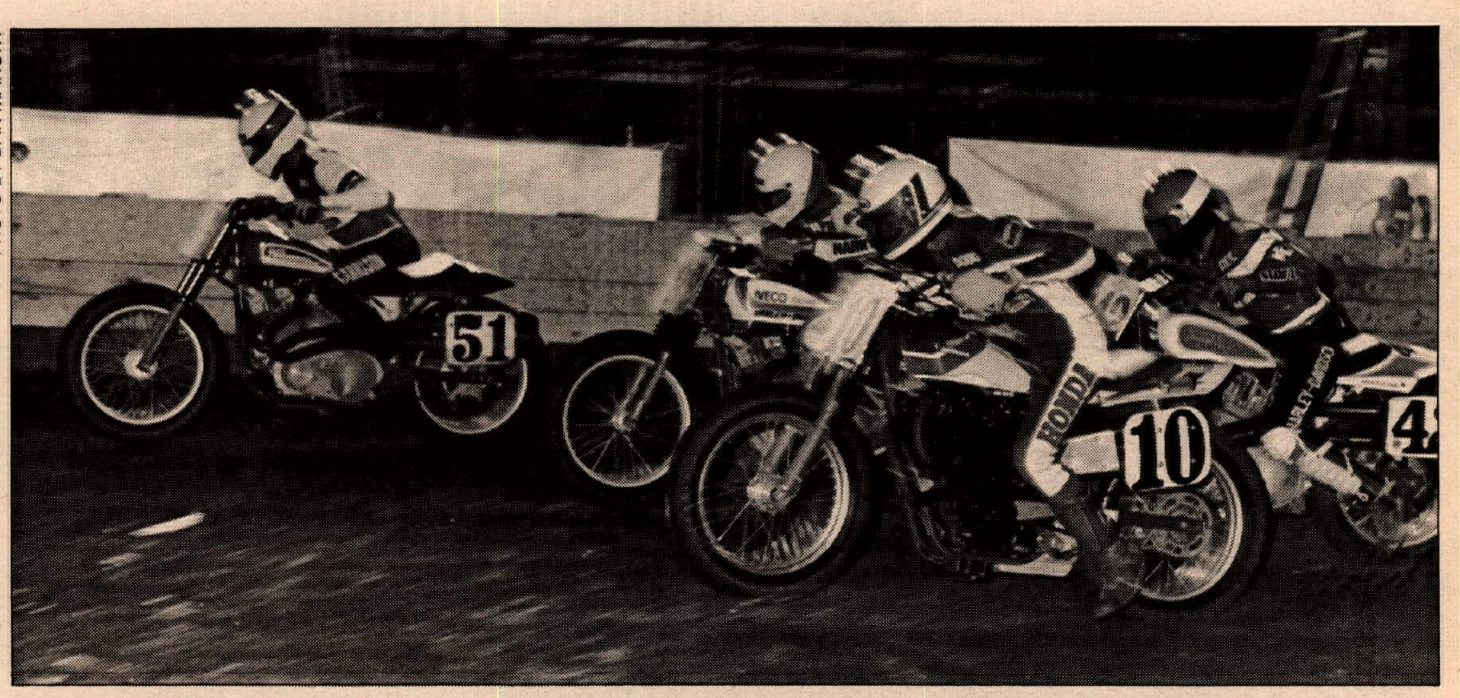
VALENCIA, CA, APR. 1

In his first race as a 125cc Intermediate, Van Nuys Cycle/PJ1-sponsored Jeff Barbacovi took the victory during California Racing Club motocross at Indian Dunes. Barbacovi is the current holder of the number two plate in the 80cc Expert class, and the time came for him to mount a larger machine and he proved ready for the move. His win today was a matter of ability matched with several lucky breaks.

With the start of the first moto, Barbacovi was running in fifth place and his chances of winning looked slim. After a few laps, some major excitement took place, when Guy "Fall Guy" Arnone, Tim Rutherford and Mike Knapp were the front runners until they piled their machines right in front of the score tower. This gave Barbacovi a clear shot at the lead, and when he grabbed it he didn't let go. Barbacovi took the first wave of the checkered flag, then came Granada Yamaha rider Tim Bluth, Guy Arnone, Mike Hughes and Skeeter Lyerla placed behind the leader Barbacovi.

Taking a good start was something that Barbacovi couldn't manage, and in the final round he was ninth. Similar to the first moto there was a pile-up right before the score tower, which advanced other riders like Barbacovi, who was then in third. Century Kawasaki rider Rutherford had his act polished this time and flew to the win with Warren Heath placing in second. Both Rutherford and Heath held unfortunate first moto scores and this shot them down when the final results were tallied, so Barbacovi hooked a fine third place win ahead of Mike Little and Hughes. A 1-3 tally did the winning trick for Barbacovi.

PHOTO BY DAN MAHONY



Mike Garrison (51) grabs the holeshot at the Gardena Gold Cup main. Doug Chandler (10) won.

Getting acquainted to his new Honda, John Hemme had the winning combination and easily defeated the 250cc Intermediate class. In the first moto, Hemme rounded the starting bend with a killer holeshot that carried him to the win. Ray Groom followed in second ahead of Jonboy Barrick, Chuck Penny and Scott Yenzer.

Once again Hemme took the holeshot in the final round and proceeded to separate from the others. Barrick held down second until he bailed on the stretch before the score tower. With this mistake, Penny advanced to second place, while Barrick got underway and took third place. Groom was fourth and Brad Toms fifth.

Results

PEE WEE: 1. Pablo Lara (Yam); 2. David Handren (Yam); 3. Jay Theys (Yam); 4. David Cooke (Yam); 5. Scooter Smith (Ita).

PEE WEE EX: 1. Jeff Willoh (Yam).

60 NOV: 1. Joey Curtis (Kaw); 2. Jeff Willoh (Kaw); 3. Patrick Wade (Kaw); 4. Brad Schultz (Kaw); 5. Kendel Ward (Kaw).

60 INT: 1. John Shaver (Kaw); 2. Torey Ayles-

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Western ho[illegible]e

PHOTO BY TIM WALKER

Scott Annand, aboard a Honda TL222R, placed second in the Amateur class at the Plonkers trials event in Reche Canyon.

worth (Kaw).
60 EX: 1. Jesse James (Kaw); 2. Joel Tokarsky (Kaw); 3. Moose Wine (Kaw).
80 STK BEG #1: 1. Brian Raleigh (Kaw); 2. Bjorn Lofstrom (Yam); 3. Moose Wine (Suz); 4. Joel Tokarsky (Kaw); 5. Ryan Meskimen (Hon).
80 STK NOV: 1. Erick Hilton (Yam); 2. Brock Suter (Yam); 3. Mark Easley (Kaw); 4. Paul Matthews (Hon); 5. Brian Alsobrook (Kaw).
80 STK INT: 1. Ron Thomas (Kaw); 2. Ronnie Densford (Hon).
80 STK EX: 1. Jeff Barbacovi (Yam).
80 MOD BEG: 1. Bjorn Lofstrom (Yam).
80 MOD NOV: 1. Erick Hilton (Yam); 2. Paul Matthews (Hon); 3. Alvin Matthews (Kaw).
80 MOD INT: 1. Robert Forest (Kaw); 2. Ronnie Densford (Hon); 3. Ron Thomas (Kaw).
125 NOV: 1. Jeff Capt (Kaw); 2. Scott Murphy (Kaw); 3. Jeff Clark (Yam); 4. Mike Heyler (Suz); 5. Doug Allen (Yam).
125 INT: 1. Jeff Barbacovi (Yam); 2. Tim Bluth (Yam); 3. Mike Hughes (Suz); 4. Mike Little (Hon); 5. Skeeter Lyerla (Kaw).
125 PRO: 1. Chris Heinrich (Hon); 2. Rodney Morrison (Suz); 3. Rich Truchinski (Hon); 4. Joe Hopkins (Kaw); 5. Dan DeYoung (Hon).
250 NOV: 1. Glenn Gordy (Kaw); 2. Fuerret Neal (Hon); 3. Rodger Williams (Suz); 4. Roland Delgado (Suz); 5. George Prater (Yam).
250 INT: 1. John Hemme (Hon); 2. Chuck Penny (Suz); 3. Jonboy Barrick (Hon); 4. Ray Groom (Hon); 5. Brad Toms (Kaw).
250 PRO: 1. Kelly Pugmire (Hon); 2. Donnie Best (Yam); 3. Jon Wilson (Hon); 4. Andy Segale (Suz); 5. Robbin Mayzes (Yam).
500 BEG: 1. Mike Duncan (Kaw); 2. Raymond Faken (Yam); 3. Greg Mueller (Mai); 4. Brad Sloan (Mai); 5. Dave Brown (Hon).
500 NOV: 1. Armand Ponticelli (Hon); 2. Don Pastell (Hon); 3. Brad Bregoff (Hon); 4. David Fronko (Hon); 5. Robert Moore (Yam).
500 INT: 1. Tom Fry (Hon); 2. Ruben Falcon (Hon); 3. Eddie Hatch (Hon).
VET JR: 1. Dennis Lawrence (Hus); 2. Robert Cooke (Hon); 3. Doug Hilton (Yam); 4. Dean Horrell (Hon); 5. Richard Lyons (Hon).
VET INT: 1. Mark Martin (Suz); 2. Gilbert Zavala (Suz); 3. Roland Thompson (Suz); 4. Dave Neal (Yam); 5. Jim Douglas (Suz).
VET EX: 1. Alan Verchick (Hon); 2. Bob Millner (Hon); 3. Dennis McAdam (Suz).

Dale dominates at Sprocketts MX

By Clark Emery

BAKERSFIELD, CA, APR. 1

Ron Dale, aboard an YZ250, topped the 250cc Novice class after dominating both motos. Dale's nearest competitor was Honda-mounted Lee Wilson, who hounded Dale throughout most of the race.

Early in the race, Dale had the lead while Suzuki pilot Elmer followed Jackson in close pursuit. However, during the first lap, Wilson slipped by Jackson through a whoop section taking over the second spot. Jackson's route didn't stop there. The Suzuki rider set after the two leaders, and by the fourth lap, Jackson had reeled in both of them. Jackson then stuffed it by Wilson and Dale, though, Jackson's lead was short-lived. Jackson crashed over a double jump but was able to salvage the second-place position. Another Suzuki rider, Zack Bennett got in on the action and passed Wilson for third. Dale went on to take the win ahead of Jackson, and Bennett.

The second round was much easier for Dale, who led from start to finish without a hitch. Bennett again took second ahead of Pat McDaniel.

In the first moto of the 80cc Novice class, Lance Goodman stole the holeshot just inches ahead of Crist Kawasaki, aboard a Kawasaki, and Yamaha pilot Brian Walker. Walker passed Kawasaki over a stadium-type whoop section, while Suzuki rider David Hylton made his way around Kawasaki soon after. Goodman ran away with the win while Walker and Hylton followed.

After both motos, scores added up to the liking of Goodman who captured the overall, with Walker taking second and Hylton settling for third.

Results

50 NOV: 1. Cecil Jackson (Suz).
60 JR: 1. Danny Baker (Hon); 2. Steve Lopez.
80 NOV: 1. Lance Goodman (Kaw); 2. Brian Walker (Yam); 3. David Hylton (Suz).
80 JR: 1. Kevin Peoples (Kaw); 2. John Calwell (Yam); 3. Alan Gilbert (Yam).
80 INT: 1. Mick Elsberry (Yam); 2. Mike Bitner (Yam).
125 NOV: 1. Barry Willingham (Cag); 2. Ryan Chares (Kaw); 3. Joe Borda (Yam).
125 JR: 1. Alan Pierce (Kaw); 2. Doug Belcher (Suz); 3. Randy Anderson (Suz).
125 INT: 1. Dallen McKenney (Hon); 2. Steve Lucente (Yam); 3. Jeff Reynolds (Kaw).
250 NOV: 1. Ron Dale (Yam); 2. Zack Bennett (Suz); 3. Pat McDaniel (Suz).
250 JR: 1. Emory Cate (Suz); 2. Manuel Del Campo (Hon); 3. Gus Mueller (Yam).
250 INT: 1. Tony Seibert (Hon); 2. Billy Noland (Yam); 3. Darren Layton (Hon).
OPEN NOV: 1. Bryan Eakin (Suz); 2. Dane Selvera (Hon); 3. Richard Daulk (Hon).
OPEN JR: 1. Dave Krugh (Yam); 2. Mike Lopez (Yam); 3. Clyde Benson (Yam).
OPEN INT: 1. Darrell Melton (Hon); 2. Ryan Begir (Hon); 3. Aaron Pipes (Hon).
MASTERS: 1. Stewart Rogers (Yam); 2. Kurt Dietrick (Hon); 3. David Rogers (Hon).
SPORTSMAN: 1. Leon Price (Hon); 2. Greg Grouleff (Hon); 3. Terry D. Williams (Suz).
OT: 1. Tom McCollum (Kaw).
PRO: 1. Greg Torgerson (Yam); 2. Carry Riekki (Kaw); 3. Mike Prior (Suz).

Hannon, Walker best at April Fool's trial

By Tim Walker

RECHE CANYON, CA, APR. 1

Bill Hannon had little problems today as he easily won the Novice class at the Plonkers trials meet in Reche Canyon. Dropping 25 points with 18 cleans, Hannon out distanced second place by 10 points. Hannon hasn't riden in the past few months but that didn't seem to bother him today. Lloyd Reeves drove down from Lompoc to place second, edging Joe Lorenzen on his new Can-Am 320 by one point.

Tim Walker (Section One/Hyper Products/Duralube Oil), on a new Montesa 242, scored his first Amateur win. Scott Annand had an off/off/on day, as he had two bad loop scores, but his final go around produced the lowest score of the day with 14 to place second. Reece Fesler (Kal-Gard) was consistent on all three loops to card third place.

John Robertson topped a slim field of Experts. Robertson is now in first place for ATA number one. San Luis Obispo residents Dan Dixon and Bim Miller piloted Fantics to second and third respectively.

Results

EX: 1. John Robertson; 2. Dan Dixon; 3. Bim Miller.
AM: 1. Tim Walker; 2. Scott Annand; 3. Reece Fesler.
NOV: 1. Bill Hannon; 2. Lloyd Reeves; 3. Joe Lorenzen.
BEG: 1. Ron Lawson; 2. Barry Dohrman; 3. Ray Butler.
SR AM: 1. Gil Smith; 2. Tom Hascher; 3. Bob Thorton.
SR NOV: 1. Martin Argo; 2. Mick Vanaman; 3. Boyd Bernard.
SR BEG: 1. Al Moss; 2. Jack Volder; 3. Bob Soltys.

Gorin, Burke, Craig split Minis at Barona

By Rod Eschenburg

SAN DIEGO, CA, APR. 1

Yamaha-mounted Mike Craig went three for three today at Barona Oaks topping the 105cc Open, Minicycle Stock Expert and Modified Expert classes, while Anthony Gorin, aboard a Suzuki aced the Stock Intermediate division, and Don Burke did a number against the Modified Intermediate round on a Honda.

In the Mini Stock class, Gorin managed to defend his lead in both motos to capture the overall ahead of Kawasaki rider Steve Furuya and Craig Miller. Gorin totaled six points after two motos edging Furuya, who tallied seven.

Some of the most exciting racing took place in the 125cc Intermediate class where Suzuki-mounted Cory Falter went two for two in the Stocks, while another Suzuki rider, John Yonekura finished a close second and John Flores, aboard a Yamaha, settled for third.

John "AJ" Conney (Kaw) won a tough tie-breaker against Flores in the Modifieds.

Kawasaki pilot Dan Crower had the 125cc Novice class in the bag until he crashed about 75 yards from the finish in the second moto while leading. This gave the moto win and overall title to Kawasaki-mounted Lance Barnett, who also won the first moto. However, Crower had better luck in the 125cc Stock Novice class capturing the overall ahead of Rodney Howe (Hon) and Matt Schumsky (Kaw).

Results

105 OPEN RIDER: 1. Mike Craig (Yam); 2. Steve Furuya (Kaw); 3. Don Burke (Kaw).
STK EX: 1. Mike Craig (Yam); 2. Charlie Sampson (Kaw).
MOD EX: 1. Mike Craig (Yam).
STK INT: 1. Anthony Gorin (Suz); 2. Steve Furuya (Kaw); 3. Don Burke (Kaw).
MOD INT: 1. Don Burke (Kaw); 2. Anthony Gorin (Suz); 3. Dax Billings (Yam).
STK NOV 12-16: 1. Marc Burnett (Kaw); 2. Matt Browne (Kaw); 3. Ronnie Thomas (Kaw).
MOD NOV: 1. Matt Browne (Kaw); 2. Marc Burnett (Kaw); 3. Kevin Martin (Kaw).
STK NOV 9-11: 1. Kevin Geyer (Kaw); 2. Dennis Dahlin (Kaw); 3. Justin Rich (Kaw).
MOD NOV 9-11: 1. Dennis Dahlin (Kaw); 2. Kevin Geyer (Kaw); 3. Jonathan Knight (Hon).
BEG 12-16 DIV I: 1. Chris Finlay (Hon); 2. Jeff Finlay (Hon); 3. Pete Methot (Kaw).
BEG 12-16 DIV II: 1. Elias Ledezma (Yam); 2. Eric Clark (Yam); 3. Ethan Dickenson (Suz).
BEG 9-11: 1. Ryan Hughes (Yam); 2. Travis Cory (Hon); 3. Steve Vargar (Yam).
125 MOTORCYCLES
STK EX: 1. Mark Scott (Hon); 2. Ron Yonekura (Suz) 3. Keith Craig (Yam).
MOD EX: 1. Keith Craig (Yam); 2. Ron Yonekura (Suz); 3. Mark Scott (Hon).
STK INT: 1. Cory Falter (Suz); 2. John Yonekura (Suz); 3. John Flores (Yam).
MOD INT: 1. John Conney (Kaw); 2. John Flores (Yam); 3. Craig Whitney (Hon).
STK NOV: 1. Dan Crower (Kaw); 2. Rodney Howe (Hon); 3. Matt Schumsky (Kaw).
MOD NOV: 1. Lance Barnett (Kaw); 2. Dan Crower (Kaw); 3. Giovanni Spinali (KTM).
125 BEG: 1. Robert Spivey (Hon); 2. Wes Morgan (Yam); 3. Aaron Ard (Hon).
JR CYCLE CLASSES
STK 9-11: 1. Sean Thornton (Kaw); 2. Tommy Clowers (Hon); 3. Justin Rich (Kaw).
MOD 9-11: 1. Sean Thornton (Kaw); 2. Justin Rich (Kaw); 3. Sam Newill (Hon).
STK 0-8: 1. Mike Metzger (Hon); 2. Eric Hawes (Kaw); 3. Justin Urata (Kaw).
MOD: 1. Mike Metzger (Hon); 2. Justin Urata (Kaw); 3. Eric Hawes (Kaw).
STK PEE WEE: 1. Eric Hawes (Yam); 2. David Ochoa (Yam); 3. Sammy Vella (Yam).
MOD PEE WEE: 1. Sammy Vella (Yam); 2. Carl Brown (Yam); 3. Greg Chimits (Yam).

McKibben challenges PRRO regulars at Firebird

By John Arthur Burrus

PHOENIX, AZ, MAR. 25

Piloting the same 750cc Suzuki in both Production Stock and Super Street classes, Jon McKibben — the same rider who endoed a Honda Streamliner at 247 mph and lived to tell about it — of McKibben Engineering, won impressive back-to-back number one trophies as Phoenix Road Racing Organization sanctioned their first competition at Arizona's most complete motorsports park, Firebird International Raceway. McKibben took the checkers well ahead of the entire Super Street field, which included Category A 900cc and larger bikes, and was behind only two of the larger Production Stock machines in that sprint.

Turning in the best lap time of the day on his 1000cc Kawasaki, taking first place in large displacement Production Stock, and boasting the largest number sponsors was Kevin Elliott of Motorcycle & Marine, Lancer Leathers, Dunlop, ND and Nava. Teammate Jeff Anderson won second in Stock Production A on a 900cc

Honda; Category C was won by Craig Martin on a new 500cc Honda Interceptor from Team Razor; and Chuck Wallace took the trophy in C size Box Stock on a 450cc Suzuki from Penny Taylor and Team Lush.

By the time Super Street bikes were on the starting grid, an oil slick had accumulated in the outside of the last corner. Usual class winners Todd Griswold and Ed Wright crashed out of the race early because of the oil slick, and in the last lap, Tom Dahl's 750cc Kawasaki also slipped, costing Tom a hard fought second place finish in the final few yards of the event. Racing for the first time, Robin Bender from Motorcycle and Marine won the Category A Super Street trophy on an 1100cc Kawasaki. Overall first place finisher, Jon McKibben won Category B; Randy Bechtal, also from Motorcycle and Marine, and K-B and Associates, took C Category on a 550cc Kawasaki and Chuck Wallace's 450 Suzuki was D Category winner.

Formula One racing was, as usual, dominated by Griswold's 1000cc Suzuki from City Suzuki, ND and Bel Ray; and C Super Street winner Randy Bechtel lead the rest of the field, earning the Formula Two win.

Out in earnest to test the Firebird road course, Vintage racers battled wheel to wheel for the first three slots, and persistence finally paid off for Craig Skinner and his Triumph Trident. Second place Vintage class winner was Red Gardner on a 1966 BMW, and close third was Marc Johnson on a 500cc Ariel.

Results

VINTAGE: 1. Craig Skinner (Tri); 2. Red Gardner (BMW); 3. Marc Johnson (Ariel).
FORM 1: 1. Todd Griswold (Suz); 2. Tom Krause (Kaw); 3. Greg Hamsen (Hon).
FORM 2: 1. Randy Bechtal (Kaw); 2. Tom Krause (Kaw); 3. Richard Kohn (Suz).
STK PROD A: 1. Kevin Elliott (Kaw); 2. Jeff Anderson (Hon); 3. Andy Adamick (Hon).
STK PROD B: 1. Jon McKibben (Suz); 2. David Wright; 3. Frank Wesley Jr (Hon).
STK PROD C: 1. Craig Martin (Hon); 2. Bob Eaton (Yam); 3. Tyler Turley (Hon).
STK PROD D: 1. Chuck Wallace (Suz); 2. Keith McKibbn (Suz); 3. Rick Seaver (Suz).
SUPER STREET A: 1. Robin Bender (Kaw); 2. Greg Hansen (Hon).
SUPER STREET B: 1. Jon McKibben (Suz); 2. Patrick Pazour (Kaw); 3. Tom Moore (Duc).
SUPER STREET C: 1. Randy Bechtal (Kaw); 2. Bob Eaton (Yam); 3. Mick Frew (Yam).
SUPER STREET D: 1. Chuck Wallace (Suz); 2. Keith McKibben (Suz); 3. Shawn McCleery (Hon).

Hames grabs all the gold in Corona TT

By Elaine Jones

CORONA, CA, MAR. 24

The Pros came out in force to get their final tune-up for the National at Ascot. It was Pete Hames' night as he christened the new TT course, which contained some very sharp left and right hand turns merging on the half mile.

Jeff Johnson got the nod off the line in the Open Money TT with Hames second and Roger Thompson third. Johnson kept his Honda in the lead until the halfway mark when Hames made his move and took over the front running spot. From there on out, the combination of Hames and his Can-Am were unbeatable. Johnson ended up battling with Thompson for the second but was able to keep Thompson at bay.

Twelve of the finest riders southern California has to offer came to the line for the Open Money half mile: five were mounted on Harleys, three on Yamahas, two on Rotax and one 500cc Honda with Jeff Johnson aboard. Fifteen laps would be the distance, and at the start it was Harley-mounted Hames in front with Johnson second and Ross Klatt, Harley-mounted in the third slot. One lap later, Thompson moved his Harley into the magical top three and the battle was on between him and Johnson, and the duel was to last the duration of the race. Thompson tried to make his move in his favorite spot at Corona — coming out of four. Johnson's strategy was to use the track which had dried out somewhat to give him a better hook up than the Harleys. It seemed to work against Thompson, who tried the high and low road, but neither gave him the opening he was looking for. Johnson didn't have enough ponies for Hames, but he did hold off Thompson to collect the second. Klatt, who had locked into fourth early on, was there at the end with Eddie San Roman fifth and Ron Sheets sixth.

Another 250cc Amateur has earned his Expert wings at Corona and he did it in convincing style: Rusty Gaita came off the line in fourth and battled his way to the second spot behind Bob Gabler. Gabler, who held everyone back, kept the lead until the sixth lap and as they came around on lap seven with the white flag, Gaita made a clean pass and came up with the lead. With one lap to go, Gaita let it all hang out and brought the victory home. Rich Sweaney, who has been the man to beat in this class lately, snuck by Gabler and came up with the second.

Ross Thompson came up with a double win in the Open Amateur/Expert TT and half mile. In the TT, it was Jason Bell who got off the line first followed by Ted Thompson and Ross Thompson. Ted took over the lead on the second lap and Ross moved into second with Joel Windham taking over the third slot a lap later. The status quo remained the same until the white flag lap when Ross took over the lead. Windham moved to second and Ted transferred to the sidelines a victim of failed machinery. Dave Alexander was more than happy to move into the third and filled up the vacancy. On the half mile, Thompson repeated his game plan waiting for the white flag before taking the lead from Bob Graves and collecting the win. Jim Kesler rounded out the field. Ron Sheets picked up the win for the Experts on the half mile topping Randy Reed and Joel Windham. •

Results

PEE WEE: 1. Dustin Skalski (Yam).
MINI NOV: 1. David Wodaszewski (Kaw); 2. Lyle Dove (Yam); 3. Justin Bell (Yam).
250 NOV: 1. Mark Baldwin (Yam); 2. Bill Walker (Hon); 3. Bill Mitchell (Yam).
250 AM/EX: 1. Rich Sweaney (Yam); 2. Marvin Honeycutt (Yam); 3. Brian Runyan (Yam).
NSOTHG: 1. Don Meiner (Yam); 2. Jim Chapman (Yam); 3. James Reed (Yam).
OPEN NOV: 1. Jimmy George (Yam); 2. Jeff Hagge (Yam); 3. Bruce Beatty (Suz).
OPEN AM/EX: 1. Ross Thompson (Yam); 2. Dave Alexander (Yam); 3. Joel Windham (Yam).
OPEN MONEY: 1. Pete Hames (C-A); 2. Jeff Johnson (Hon); 3. Roger Thompson (H-D).
HALF MILE
MINI NOV: 1. Tommy Rutson (Kaw); 2. Randy Reed (Yam); 3. Jason Fortune (Hon).
MINI JR: 1. David Wodaszewski (Kaw); 2. Randy Dove (Yam); 3. Justin Bell (Yam).
250 NOV: 1. Frank Macias (Ycm); 2. Al Maglietto (Yam); 3. Ron Bailey (Yam).
250 AM: 1. Rusty Gaita (Yam); 2. Bob Gabler (Yam); 3. Brian Runyan (Yam).
250 EX: 1. Rich Sweaney (Yam); 2. Archie Perez (Yam); 3. Brian Barrick (Yam).
OPEN NOV DIV I: 1. Ted Thompson (Yam); 2. Bruce Beatty (Suz); 3. Lyle Dove (Bul).
OPEN NOV DIV II: 1. Jeff Hagge (Yam); 2. Jimmy George (Yam); 3. Joe Guth (Suz).
NSOTHG: 1. Don Meiner (Yam); 2. Jim Chapman (Yam); 3. Dicky LeRoy (Yam).
OPEN AM: 1. Ross Thompson (Yam); 2. Bob Graves (Yam); 3. Jim Kesler (Yam).
OPEN EX: 1. Ron Sheets (Rot); 2. Randy Reed (Yam); 3. Joel Windham (Yam).
250 MONEY: 1. Calvin Rayborn (Yam); 2. Marvin Honeycutt (Yam).
OPEN MONEY: 1. Pete Hames (H-D); 2. Jeff Johnson (Hon); 3. Roger Thompson (H-D).

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NORTHERN DATELINE

PHOTO BY TIM WALKER

This Fantic rider negotiates a rocky stream crossing during Fresno's Pacific International Trials Society event in Prather.

Dillon hops to Jackrabbit 100 win

By Steve Hammer

GRANDVIEW, ID, MAR. 25

Ron Dillon pushed his 250 KTM into first overall in the 12th annual Jackrabbit 100 Hare and Hound, his second consecutive win. Dillon had his hands full, however, as it was anybody's race for the first 65 miles, and several of the top contenders struggled with crashes, flats and water problems.

When the banner dropped, Brad Strong, Utah's top desert racer, flew his 500 Husky past the bomb with the lead. Right behind was a screaming pack of 250s, including Steve Henry (KTM), Howard Pickett (Yam), Ron Wehr (Yam), and Bob Carlberg (Hus).

The first loop was 38 miles, and very rough. Strong and Pickett were fighting for first, with Strong hitting the pits about one minute ahead of Pickett. At this point, problems began for both riders, with Strong losing the lead due to a slow pit stop (he had to gas himself), and Pickett hitting a rock and getting a rear flat. Despite the flat, Pickett charged right out of the pits with a 30 second lead over Strong.

With a flat tire there was no way Pickett could hold off Strong, and about five miles into the second loop, Pickett dropped back into second with Strong regaining the lead.

Brad Strong was in good shape with a secure lead until he hit the first of four water crossings. Strong chugged across the first one, but his bike drank a little water, and quite midway up the rocky, slimy uphill on the other side. Strong watched helplessly as Dillon and Harpham, roared by. Finally, Strong's bike restarted, and he joined the fray in third.

Dillion and Harpham continued to battle for the last 15 miles, but the final order was Dillon, Harpham, and Strong. Curt Dice rolled in fourth, and Ron Wehr restarted his YZ to pull fifth overall. Reed Bright sliced his 250 KTM through the pack to capture sixth.

Results

OVERALL: 1. Ron Dillon (250 KTM); 2. Curt Hapham (500 Hus); 3. Brad Strong (500 Hus); 4. Curt Dice (250 Hus); 5. Ron Wehr (250 Yam); 6. Reed Bright (250 KTM); 7. Steve Henry (250 KTM); 8. Howard Pickett (250 Yam); 9. Steve Johnson (250 Hus); 10. George Collingham (490 Yam).

MINI NOV: 1. Charles Kuba; 2. Jason Smoot; 3. Angela Davis.

MINI EX: 1. Tom Hiler; 2. Troy Lankford; 3. Allen Hendry.

125 NOV: 1. Nick Wakefield; 2. Brian Rush; 3. Darren Johnson.

125 EX: 1. Jeff Miller; 2. Jim Cook; 3. Larry Rebich.

200: 1. Henry Reimann; 2. Jack Struthers; 3. Mic Page.

250 NOV: 1. Steve Johnson; 2. Ed Phillips; 3. Mike Jardine.

250 INT: 1. Don Maude; 2. Rick Stoolman; 3. Greg Greenhalgh.

250 EX: 1. Ron Dillon; 2. Curt Dice; 3. Ron Wehr.

OPEN NOV: 1. Mike James; 2. Kevin Magenis; 3. Steve Acarregui.

OPEN INT: 1. Tyler Ekard; 2. Rick Meredith; 3. William Earll.

OPEN EX: 1. Curt Harpham; 2. Brad Strong; 3. George Collingham.

SR EX: 1. Larry Meredith; 2. Terry Hall; 3. Leroy Smith.

SR NOV: 1. Bill Barkell; 2. Stan Miller; 3. Arnie Gonzales.

VET: 40-UP: 1. Doug Maude; 2. Ollie Todd; 3. D. Lankford.

FOUR-STROKE: 1. Chris Green; 2. Chuck Coble.

WOMEN: 1. Toni Williams; 2. Ronda Lasselle; 3. Kit Davis.

Head(s) up at Jose Basin trial

By Tim Walker

PRATHER, CA, APR. 8

Fresno's Pacific International Trials Society held its first event in the Jose Basin today and Montesa-mounted Scott Head came away with the big win.

A prime contender for the upcoming Nationals, Head clearly dominated on this National caliber/Robin Crockett-prepped layout event. Matt Pritchard and Dan Dixon tied at 68 for second, but Pritchard wound up second overall with three more total cleans over Dixon, 4-1.

Bryan Borror looks ready to transfer to Amateur status with a fine ride in the Novice class today, dropping only 41 points with 12 cleans to take the win. Mark Ferguson took second only two points ahead of Randy Dolenec.

Ed Alari dominated the Senior B class after steadily improving rides each week. Second went to Jim Carlson while Allan Ralls settled for third.

Results

EX: 1. Scott Head; 2. Matt Pritchard; 3. Dan Dixon.

AM: 1. Matt Bishop; 2. Tim Walker; 3. Mike Filben.

NOV A: 1. Bryan Borror; 2. Mark Ferguson; 3. Randy Dolenec.

NOV B: 1. John Katavich; 2. Monte Hutchinson; 3. Dan Kramer.

BEG: 1. Mark Sumner; 2. William Smith; 3. William Neely.

SR A: 1. Steve Muscatell; 2. John Moore; 3. Boyd Bernard.

SR B: 1. Ed Alari; 2. Jim Carlson; 3. Allan Ralls.

Horban, Harsha, Word blitz Winningham Memorial ST

By Clay Light

CORVALLIS, OR, MAR. 31

The tribute race to the late Richard Winningham had Benton County Fairgrounds packed to the rafters in the fourth of five Oregon Indoor short track races. AMA Junior Robert Horban took the Open Pro main with AMA Experts Jeffrey Harsha and Frank Word III getting the 250cc Pro and 250cc A laurels. The race paid honor to Winningham, an AMA Expert who won many, many Open Pro mains here in Corvallis. Winningham died nearly a year ago in a tragic accident en route from a National to his home in Waldport. Mr. and Mrs. Winningham still attend many of the races and still consider racing an important part of their lives.

Harsha appeared to be back on form after a couple of dismal performances the last few races, and led the start of the 250cc A main event. Word, Bob Ingel (Kaw), Robbie Blagg (C-A), and Greg Reynard (Hon) followed on the opening lap until Harsha fell victim to a "northern Oregon soil sample", putting Word's Adams Cycle Supply/Simpson Yamaha into the lead. Ingel, AMA Junior Clay Clark (Bul) and Blagg continued to squabble over third, a distance behind big guns Word and Ingel. Clark and Blagg got too close to each other once, then again the very next lap, with both going down. Dan Nelson moved into third position at the checkered flag.

The most chaotic main of the evening was the Open A main event. These boys just couldn't seem to get their timing down and took many tries to get staged. Once everything settled down, AMA Novice Marty Zirbel (Chaney's Auto-sponsored Yamaha) took the lead in what was to be a crash-marred event. Riders were literally strewn around the 1/16 mile course with Zirbel way out front all alone. Pat McBride and Ingel, both on Hondas, appeared to be heading for second and third place finishes, but were soon spectators, leaving Zirbel to breeze to an easy, uncontested win while the other seven finalists stood in disbelief of the rare main.

Harsha charged into the lead in the 250cc Pro main and this time, barring any problems, was looking for the big win on the Yamaha Sports Center Yamaha. Word, AMA Junior Ryan Fisher (Yam), Scott Miller (C-A) and Horban (Suz) gave the first Expert fits for two laps until Harsha decided to flee any contact and rode the wheels off his YZ-based machine. Word settled into second over Horban, who sliced through traffic, but couldn't put the motor on Word. Harsha put an unbelievable lead on the eight rider final to come upon lapped riders, which caused a problem in both Pro mains. Lappers caused Harsha to alter his choice of lines, letting Word pour it on to close within a few bikelengths at the flag. Horban rode alone in third over Fisher, Danny Bell (Bul) and Miller.

A screaming yellow thumper piloted by Horban (Mayfield Ent./Grants Pass Suz/Muff Center/Light Racing Products) charged into the lead in the Open Pro main with Mike Oglesbee (Hon), Blagg (C-A), Bob Klum (Hon) and AMA Expert Dana Hansen (Yam) in tow. Horban blazed around the track, while the rest of the pack faded back into oblivion, burning themselves out in an effort of catching Horban. Last year's Novice sensation (Horban) was out to give all on hand a preview of what is to come in his Junior year. Oglesbee had his hands full a quarter-lap back, with Klum and Hansen. Horban prevailed in the end, just as the Grants Pass rider did in his heat race.

Results

OPEN PRO: 1. Robert Horban (Suz); 2. Mike Oglesbee (Hon); 3. Bob Klum (Hon); 4. Dana Hansen (Yam); 5. Mark Illian (Hon).

OPEN A: 1. Marty Zirbel (Yam); 2. Pat McBride (Hon); 3. Bob Ingel (Hon).

250 PRO: 1. Jeff Harsha (Yam); 2. Frank Word III (Yam); 3. Robert Horban (Suz); 4. Ryan Fisher (Yam); 5. Danny Bell (Bul).

250 A: 1. Frank Word III (Yam); 2. Bob Ingel (Kaw); 3. Dan Nelson (Hon).

125 A: 1. Don Casper (Hon); 2. Ron Mooney (Hon); 3. Craig Olson (Yam).

80 A Main: 1. Tricia Lyons (Kaw); 2. Dan Johnson (Yam); 3. Robbie Lewis (Yam).

Irwin smokes Sawmill Enduro

By Jim Bowman

UPPER LAKE, CA, MAR. 25

Sun River Cycle Husky support rider Jeff Irwin (Hi-Point/Inter-Link) turned in the low score of six points at the District 36 Sawmill enduro today, to take the overall win over fellow National pilot Matt Cullins (Petaluma MC Center/Rocky Cycles/Smith Goggles), who dropped one more point than Irwin while riding a borrowed 125cc KTM. Sierra Products-sponsored Wayne Smith turned in the best A class score of 8.169 to beat Bill Dart by seconds for the 250cc A class honors and third overall.

This was the first Sawmill enduro since the North Bay Motorcycle Club had trouble with extreme rain and postponements in 1981, so the hosting club had a few problems getting things rolling with the U.S. Forest Service. For the A class riders this called for a lot of timekeeping on fireroads. Dave Ryan did the best timekeeping in the Open A class to beat Cycle Gear/Richmond Yamaha teammates Eddie Diaz (1st 4-Stroke A) and Jim Bowman (2nd Open A) by one point with the score of nine. Senior class winner Morris Horman also scored a nine, one point over first 200cc A rider Steve Shoemaker and two points ahead of first place Vet A Cliff Glidden.

The A class riders lost their points in three, short special test sections which claimed four points from Irwin in the first and one point each in the second and third tests. The top B class riders lost points in the same sections and maybe a few more by burning any of the four others located in the fairly easy fireroad sections. Having dropped just 11 points, Overall B class winner Dwayne Bansemer (1st 200cc B) couldn't have burned too many checks. Bansemer dropped one point less than Open B class

winner Scott Taggart and two points less than Brain Patton, who was first 250cc B. Grant Gustavson was the first place Senior with 19 points and Barbara Mihovich lost 51 points to win the Women B class, in her first effort in almost two years.

The 1984 Sawmill enduro was a B and C Rider Championship event and turned out to be challenging without exhausting the riders in these classes. As in the A and B classes, the better C class arrowchasers were forced to keep time, and there were a lot of tie scores. Senior class pilot Gary Smart turned in the only 19-point C score to beat Frank Andrews (1st 250cc C) and Barry White (1st Open C), who both tied for the Overall Sportsman title at 22 points. The tie was not split as of press time. One point back from the Sportsman C class winners was Four-stroke C rider Craig St. Clair who rode to the head of his class on his Richmond Yamaha TT600, entering in at least a five-way tie for third overall C. Michael Chapman (1st 200cc C) and Ron Carson (1st Vet C) each turned in 26-point tallies and Jacqueline Childress (43 points) claimed the Powder Puff class over Debbie Levy (105) and Jeanine Rendon (127).

Results

OVERALL: 1. Jeff Irwin (Hus); 2. Matt Cullins (KTM); 3. Wayne Smith (Yam); 4. Bill Dart (KTM)
AA: 1. Jeff Irwin (Hus); 2. Matt Cullins (KTM).
OPEN A: 1. Dave Ryan; 2. Jim Bowman (Yam).
250 A: 1. Wayne Smith (Yam); 2. Bill Dart (KTM).
200 A: 1. Steve Shoemaker (Yam); 2. Dave LaFaille; 3. Jeff Naff.
4-STROKE A: 1. Eddie Diaz (Yam); 2. John Poor Jr (Hon).
VET A: 1. Cliff Glidden (Hus); 2. Bruce Kelly; 3. Jerry Lazier.
SR A: 1. Morris Norman; 2. John Troutt (Hon); 3. Jon Shaffer.
SS A: 1. Jessie Goldberg; 2. O.D. Urban.
B OVERALL: 1. Dwayne Bansemer.
OPEN B: 1. Scott Taggart; 2. Dave Dougan (Hon); 3. Tony Lucchesi.
250 B: 1. Brian Patton; 2. David Standish; 3. Steve Benakovich.
200 B: 1. Dwayne Bansemer; 2. Jeff Chuck; 3. Greg Houle.
4-STROKE B: 1. Paul Loughridge; 2. Dick West; 3. Carl Henning.
VET B: 1. Gary Fargo; 2. Robert Shannon (KTM); 3. Dan O'Keefe.
SR B: 1. Grant Gustavson; 2. Ivan Johnston; 3. Terry Adams.
SS B: 1. Lloyd Dunkin.
WOMEN B: 1. Barbara Mihovich (Hon).
OPEN C: 1. Barry White; 2. Martin Dinning; 3. Richard Powell.
250 C: 1. Frank Andrews; 2. Brad Clausen; 3. Bob Nappo.
200 C: 1. Michael Chapman; 2. Bradley Sitton; 3. Roger Slifer.
4-STROKE C: 1. Craig St Clair (Yam); 2. Damon Beck; 3. Kirby Wells. (Yam).
VET C: 1. Ron Carson; 2. James Randolph; 3. Richard Shearer.
SR C: 1. Gary Smart; 2. Dave Nichols; 3. Gary Laurie.
SS C: 1. Walt Bender; 2. Al Van Buren.
WOMEN C: 1. Jacqueline Childress; 2. Debbie Levy (Yam); 3. Jeanine Rendon.

Minis move mountains at SHR MX

By Charlene Casey

BRENTWOOD, CA, MAR. 25

Although the Mini racers put on an excellent show today, the Pros provided some first class action. In the Open Pro ranks, Jerry Brandt picked up a Malcolm Smith ride and led the first moto from start to finish. Danny Boles took a close second, but the going wasn't as easy the second go around. "Pistol" Pete Langely holeshot the second heat, followed by Vernon Forsyth and Boles. Brandt, who started in fourth, moved up to second to challenge Langely. At the scorebooth bend, Brandt made his move, an excellent inside pass. Boles followed him right around for second place. Brandt maintained the lead to score a 1-1 overall win.

Craig Christain, the number one northern California rider, led the 250cc Pros at the first moto start, with Kimo Casey and Mark Hearns on his tail. Casey soon crashed, by sticking his front wheel in the mud, but Christain and Hearn continued around the track. Rich Mythen took advantage of the long, twelve-lap moto to reel-in Hearns and pass him for second place. Determined to win the second moto, Hearns came across the gate first. Casey and Christain were breathing down his tailpipe, until Casey went for the lead on lap one, and his front wheel suddenly washed out over a berm. Christain eventually got the lead and ran away, while George Hopper of Mallot's Honda took second from Hearns on the last lap.

In the 125cc Pro racing action, Christain and Casey waged a war of their own. In the first moto, Christain took the early lead, but Casey found a way around for the checker. In moto two, Derrick Luchessi got the holeshot, with the Casey/Christain duo hot on his heels. They soon got past, and Casey gassed it to a steady, seven second lead over Christain, which he held to the finish. Danny Boles moved up to give Christain a run for his money, and the two really went at it. Coming over the scorebooth jump, they made contact while still in the air, and both riders made nice landings to continue the heated battle.

The top Mini Novice award went to Robbi Paulson this weekend. Ian Leff finished second, and didn't give Paulson a break for the duration of both motos. Leff hasn't raced since last summer's night races, but he still had the drive to stay on Paulson's rear tire all five laps. Jeff Becker took third overall, the same as last week.

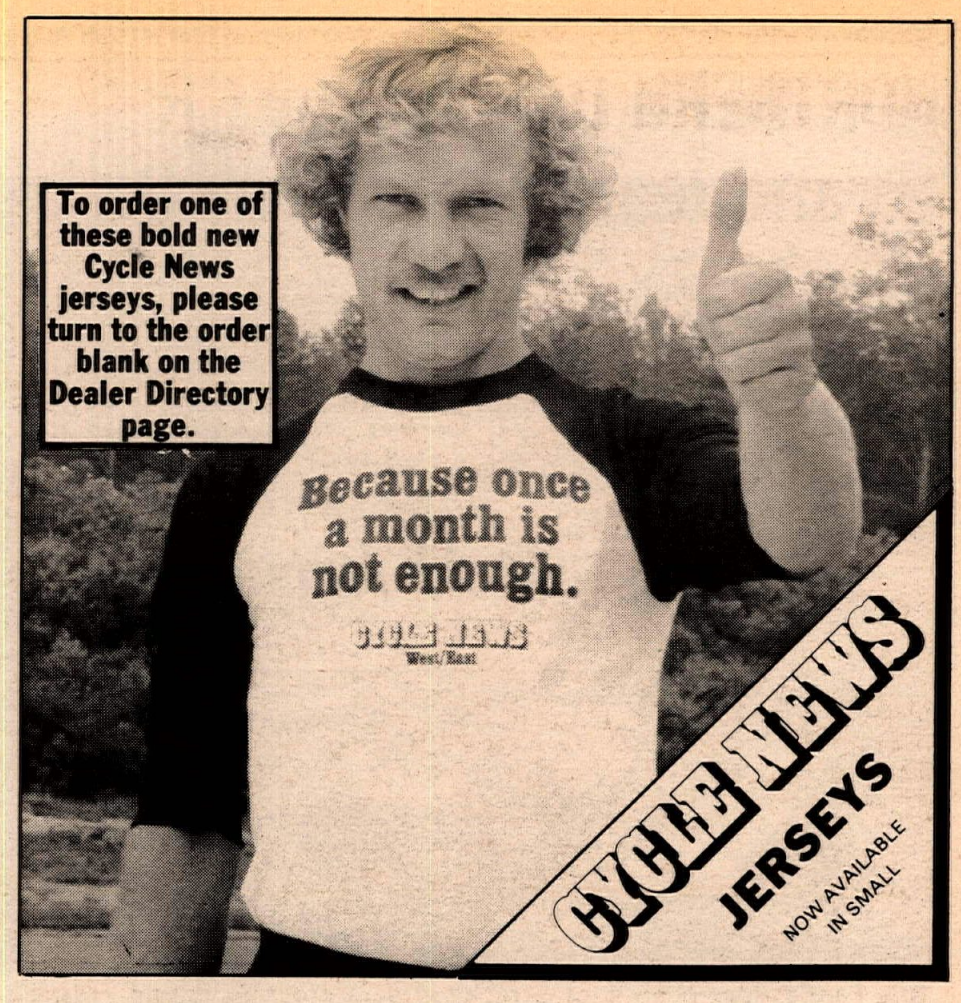
Terry Bostard, aboard a CR Honda, led the way in both motos of Mini Expert racing to claim the overall victory.

In the competitive Mini Intermediate division, Matt Ramey was the overall winner. Ramey ran a solid third in the first moto, and it looked like a solid fourth in moto two, when on the last lap, last turn, he crashed, letting Dave Bauer and Ronald Caton zip by on the inside. Thanks to the first moto, Ramey maintained first overall. Jesse Britton traveled from Santa Cruz to compete today, and went home with third overall for his efforts. Jimmy Clay had a fourth place start, and began moving through the pack to claim the first moto win. A poor start in the second race dropped Clay to fourth overall.

Pete Piantinada, one of the smallest riders at Sand Hill Ranch, rode his first 80cc Intermediate race today. "Peanut" is used to being in front, but found himself midpack, battling with Doug Delay. Delay did get by Piantinada in both motos, but Peanut is already talking about beating him next line. Another newcomer to the Intermediate class today was Gary Stoner. Stoner tried to take his Honda up and over the berm at the scorebooth turn, but found that wasn't the hot line.

Results

MINI NOV: 1. Robbi Paulson (Yam); 2. Ian Leff (Suz); 3. Jeff Becker (Kaw); 4. Rick Vangri (Kaw).
MINI EX: 1. Terry Bostard (Hon).
MINI INT: 1. Matt Ramey (Kaw); 2. Ronald Caton (Suz); 3. Jesse Britton (Yam); 4. Jimmy Clay (Yam).
OPEN PRO: 1. Jerry Brandt (Yam); 2. Danny Boles (Hon); 3. Pete Langely (Hon).
250 PRO: 1. Craig Christain (Yam); 2. George Hopper (Hon); 3. Mark Hearns (Hon); 4. Rich Mythen (Suz).
125 PRO: 1. Kimo Casey (Kaw); 2. Craig Christain (Yam); 3. Danny Boles (Hon); 4. Todd Job (Hon).



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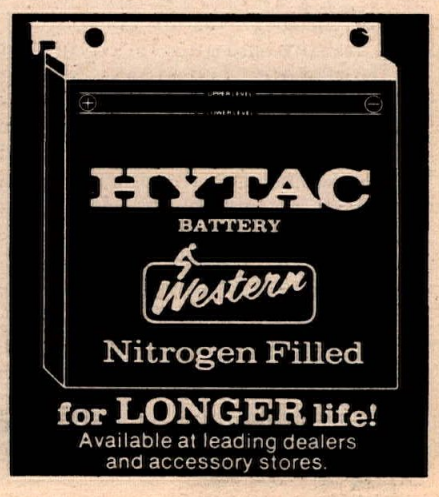

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INDIAN DUNES

Central Pipeline

PHOTO BY PAT McCLURE

Texas State Championship action gets underway as this group of 125cc riders rounds the first turn, vieing for the top position.

Clement claims victory at Texas GNC MX

By Tom Curry and Pete Sullivan

WHITNEY, TX, APR. 1

Mike Clement rode his Yamaha YZ250 to 2-1 finishes to take the overall in the 250cc Pro division of the Texas GNC Series. This event, round two of the series, was conducted at Lake Whitney Cycle Park, and the weather was excellent.

In the first 250cc Pro moto, Dennis Hawthorne put his Kawasaki out front early, with Kirk Spencer pressuring for the first few laps. Spencer couldn't keep the pace for long, and was soon being challenged by Clement. At the midway point, Clement made his move, sliding past Spencer for second. Clement was charging, but ran out of time, and Hawthorne took the win. Spencer remained in third, with Dennis Daft and Rusty Pipes finishing 4-5 for the moto.

In moto two, Daft flew around the first turn with Clement right behind. Clement was hounding Daft, and on lap five, made his move. Daft remained in second for another three laps, when Dennis Hawthorne got by. Clement received the overall victory due to the second moto win, and Hawthorne was awarded second for his nearly identical 1-2 score. Third overall went to Daft, as he held third for the remainder of the second go-around.

The 125cc Pro class was a one man show, performed by Carroll Richardson, on a Kawasaki. From out of the fall-back start gate to the checkered flag, Richardson took the first moto win without challenge. Suzuki-mounted Skipper Beavers appeared to be securely in second, until a fourth lap spill ended his chances. Daft, seeing the downed rider, jumped into second, some 20 seconds behind Richardson. Kit Vick moved up from a sixth place start to claim third.

Moto two saw Daft come out of the gate, with Richardson right with him. Daft could only manage about four seconds on Richardson during the first few laps. Near the halfway point, Richardson managed to squeeze by for the lead. Rusty Pipes was not far off the pace, with Vick and Hawthorne rounding out the top five. The overall positions were also filled in the same fashion.

Results in Results Section

Beitler beats mud for Oklahoma CC win

By Kevin Baker

OKLAHOMA CITY, OK, MAR. 25

Brian Beitler splashed his way through the pack to take the win in the very crowded 250cc Novice class in today's 50 mile Oklahoma Cross County Racing Association-sanctioned cross country race at Interstate Motocross Park.

Beitler, on an Ajax Motorcycles Husqvarna, went through two sets of goggles as the five mile long track had been liberally watered by over two inches of rain the previous week. Phil West led Beitler for the first six laps, but he, like most of the riders, had problems with the muddy conditions which allowed Beitler to take the lead.

Clay Hoenshell (Suz) came out for a little practice before the Dallas Supercross, and proceeded to run away with the Pro class. Hoenshell, in his first cross country this year, led after the first half lap had gone by, with Chuck Cooper (KTM) and Trey Jorski (Suz) running second and third. Hoenshell and his Suzuki performed flawlessly for the rest of the race to take the class win.

Many of the men were surprised by a cute young lady named Mary Borden. Borden not only easily won the Ladies class on a Yamaha, but also showed the guys in the 200cc Novice class the fast way around the track, on her Honda. Mary had a good race with James Wells for second place behind Lloyd McMartin. She had too many problems in the mud to be able to stay with Wells, who took second behind McMartin. ●

Results

PRO: 1. Clay Hoenshell (Yam); 2. Chuck Cooper (KTM); 3. Trey Jorski (Suz).
OPEN AMA: 1. Ray McGee (Hon); 2. Tony McGugan (Yam); 3. Steve Woolery (Yam).
250 AMA: 1. Dave Fogle (Yam); 2. Jimmy Cooper (Hon); 3. Toby Ledbetter (KTM).
200 AMA: 1. Richard Catlett (Kaw); 2. Tom Rhude (Yam); 3. Bob Norrus (Kaw).
125 AMA: 1. Bobby Southard (Yam); 2. Dan Catlett (Suz); 3. Mark Sky (Yam).
OVER 45: 1. Jerry Morrison (Suz); 2. Odus Hill (Hus); 3. Norris Price (Hus).
OVER 38: 1. Lawrence Kelly (KTM); 2. Ray Ingram (Mai); 3. Howard Musgrove (M-S).
OVER 30 AMA: 1. Terry Long (Hon); 2. Charles Magness (Mai); 3. John King (Hon).
OVER 30 NOV: 1. Steve Franks (Yam); 2. Gary Drummond (Kaw); 3. Randy Kohl (Yam).
OPEN NOV: 1. Greg Cole (Hon); 2. Steve Higgins (Hon); 3. Rob Harris (Hus).
250 NOV: 1. Brian Beitler (Hus); 2. Phil West (Hus); 3. Doug Blackwell (Hus).
200 NOV: 1. Lloyd McMartin (Hon); 2. James Wells (Yam); 3. Mary Borden (Hon).
125 NOV: 1. Brad Black (Suz); 2. Tim Wooten (Suz); 3. Rick Robnett (Yam).
WOMEN'S: 1. Mary Borden (Yam); 2. Sissy Baxter (Yam); 3. Eve Shank (Kaw).
MINI: 1. Todd Haller (Hon); 2. Brad Ashford (Kaw); 3. Peter Holcombe (Hon).

RESULTS

Texas GNC MX Lake Whitney, TX Apr. 1, 1984

125 PRO	
Carroll Richardson	Kaw
Dennis Daft	Yam
Rusty Pipes	Hon
250 PRO	
Mike Clement	Yam
Dennis Hawthorne	Kaw
Dennis Daft	Yam
OPEN PRO	
Mark Mestayer	Hon
Matt Bracken	Hon
Doni Vance	Hon
MINI MINI	
Michael Walling	Kaw
Jody North	Hon
Willie Bowden	Kaw
MINI JR	
Jamie Gaenslen	Yam
Michael Walling	Kaw
Jason Le Jeune	Yam
MINI STK	
Jason Langford	Kaw
Scott Thomas	Yam
Dale Storbeck	Hon
MINI SR	
Jason Langford	Kaw
Jason Upshaw	Kaw
Justin Otto	Yam
MINI 105	
Jason Langford	Kaw
Dale Storbeck	Hon
John Forames	Kaw
125 NOV A	
Steve Hill	Kaw
Robert Reed	Hon
Kevin Boultier	Yam
125 NOV B	
Tony Lasater	Kaw
Dave Clark	Kaw
Buster Graham	Yam
125 INT A	
Brent Carrizales	Kaw
Billy Whitely	Kaw
Brandon Ready	Kaw
125 INT B	
Chad Parker	Kaw
Keith Foytik	Suz
Pete Sullivan	Cag
250 NOV A	
Tony Lasater	Kaw
Craig Ramsey	Yam
Tommy Wiebold	Kaw
250 NOV B	
John Fricke	Yam
Curt Land	Yam
Greg Dust	Hon
250 INT	
Paul York	Hon
Rodney Wallace	Yam
Ty Carter	Kaw
OPEN NOV	
Ben Coffman	Hon
Tom Hood	Hon
Scott Hulsey	Yam
OPEN INT	
Ty Carter	Kaw
Mitch Hulsey	Hon
Doug Roberts	Yam
OVER 30	
Terry Burghart	Hon
Joe Thigpen	Suz
Gary Berry	Hon
OVER 30 EX	
Chuck Heath	Hon
Troy Rapp	Yam
Tom Johnson	Hon

A.M.A. District 38 1st Quarter Point Standings

D-38 SR	
Roger Adsit	1940
Dick Denison	1850
W.C. Thornton	1620
Harry Brattin	1600
Chuck Nelson	1460
Ted Scott	1160
Dave Knutson	1140
Dave Krider	1090
C. Baker	1070
Lee Johnson	950
D-38 VET	
Ed Mundy	1960
Steve Reynolds	1930
Claude Maynard	1510
Roccy Tuggle	1350
Bryan Benson	1270
Bill Ammon	1050
Bob Falkenberg	1010
George Ryan	1010
Dick Hensley	1010
Tom Gamble	970
D-38 OPEN	
Steve Basin	1950
Roger Lopez	1840
Tim Markin	1830
Robbie Pippin	1575
Jeff Boyd	1550
Scott Hatfield	1490
Bruce Smith	1425
Frank Bass	1410
Jim Butts	1410
Tom Bass	1255
D-38 250	
Matt Hope	1920
Bill Lyons	1790
Alan Seaman	1635
Andy Wetzel	1540
Scott Smith	1480
Greg Rethwish	1455
Gordon Clark	1435
Brett E. Nelson	1430
Jeff Plourd	1370
Ron Beatty	1245

Canyon Raceway Motocross April 1, 1984 Arizona State Championship-Race 3

Y-ZINGER	
J. Stewart	
B. Blake	
PEE WEE NOV	
C. Decker	
B. Cook	
J. Mokry	
PEE WEE AM	
J. Stewart	
C. Young	
D. Watkins	
MIN BEG	
T. Weeks	
M. Ellison	
S. Williams	
MINI NOV STK	
T. Reeves	
K. Cook	
S. Marek	
MINI AM STK	
D. McDermott	
M. Bailey	
J. Tunnell	
MINI EX STK	
B. Pryor	
MINI NOV MOD	
J. Reeves	
K. Cook	
J. Stewart	
MINI AM MOD	
M. Bailey	
J. Lewellan	
D. McDermott	
MINI EX MOD	
M. Bailey	
J. Lewellan	
D. McDermott	
125 BEG	
M. Herman	
R. Searles	
M. McMullen	
125 NOV STK	
C. Rogers	
C. Jordan	
K. McLaws	
125 AM STK	
K. Watkins	
D. Townsend	
P. Kennedy	
125 AM MOD	
S. Hilton	
B. Arnold	
S. Brooks	
250 BEG	
M. McDonald	
R. Petica	
D. Randle	
250 AM STK	
T. Leon	
D. Townsend	
K. Knox	
250 AM MOD	
T. Leon	
T. Barker	
L. Hubbell	
OT	
W. Decker	
R. Tabor	
M. Whitaker	
125 EX	
C. Blose	
B. White	
S. Keys	
OPEN AM	
L. Wood	
R. Myers	
R. Brazil	
OPEN EX	
J. George	

Mike Kidd's Hillside Raceway Boyd, Texas April 8, 1984 By Dorothy Powers

SHORT TRACK	
60	
Mark Burch	Hon
50	
Todd Way	Hon
P.J. Webster	Yam
Charles Fontenat	Yam
80 JR & SR	
Mark Burch	Hon
80 SR	
Scottie Williones	Hon
Mike Hale	Yam
Bill Richards	Hon
125	
Scottie Scherb	Hon
Mike Hale	Yam
Darrell Reeves	Yam
250	
Willie McCoy	Hon
James Huddleston	Yam
Alan Powers	Yam
250 PRO	
Sammy Sweet	H-D
Scottie Scherb	Hon
David Fisher	Kaw
OPEN AM	
James Huddleston	Yam
Mark Blackstace	Yam
Alan Powers	Yam
OPEN PRO	
Rusty Gourley	H-D
John Blackwing	Hon
Sammy Sweet	H-D
TT	
50 AM	
Todd Way	Yam
P.J. Webster	Yam
Jason Adcock	Yam
80 JR	
Chad McCracken	Yam
Donnie Perdue	Hon
Scottie Williams	Hon
80 SR	
Bill Richards	Hon
Mike Hale	Yam
Clayton Hull	Suz
125	
Ed Meyer	Suz
Gary Prochaska	Suz
Marty Strickland	Suz
250	
Bobby Shaw	Suz
Tommy Broons	Hon
Jeff Rauffman	Hon
OPEN AM	
Bobby Shaw	Suz
Kerry Wood	Hon
Kevin Jones	Bul
OPEN PRO	
Sammy Sweet	H-D
Randy Wisenant	Kaw
John Gladwill	Hon
OVER 30 AM	
Berry Rardin	Hon
Steve Moree	Hon

Nor. Cal. MX Vet/Old Timer Point Standings as of March 11, 1984

VETS	
Steve Ferroni	57
Buzz Pressor	57
Terry Sage	30
Tom Bracamonte	26
Morley Baker	24
Charlie Smart	22
Russ Wyant	20
Rich Thorwaldson	19
Jack Coulombe	15
Tim Green	14
Dave Ohl	14
Bruce Logan	13
Joseph Williams	12
Mike Heiberger	11
OT	
Stan Stanton	57
Bill McClinton	47
Jack Coulombe	41
Dick Mann	31
Mel Hendrix	28
Jim McClinton	26
Rich Schillins	25
Bob Collins	24
Jess Gallo	22
Mike Heiberger	22
Gene Higginbotham	21
Duane Spence	16
Ernie Stair	16
Joe Hathaway	13

TROPHY PICKUP

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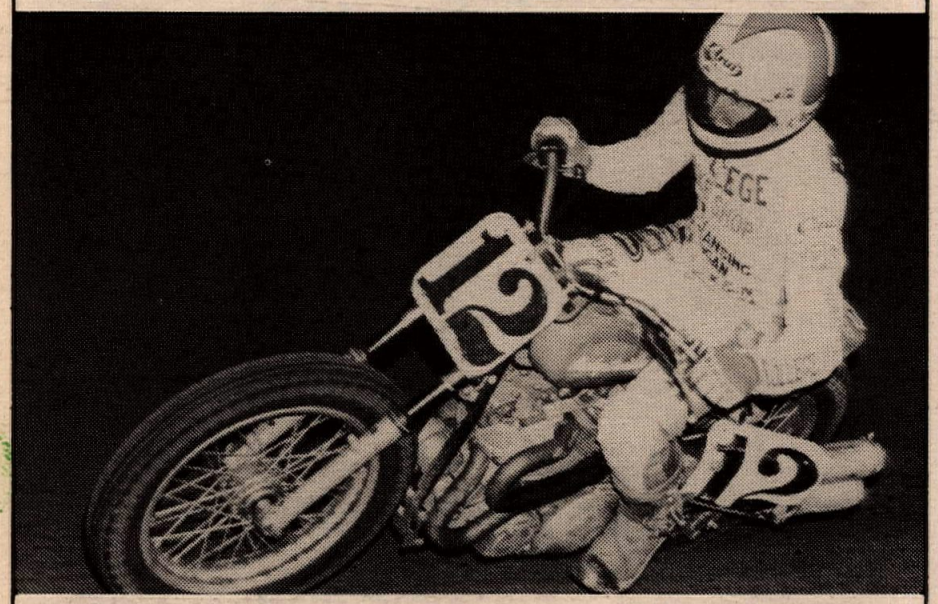

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CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quoin, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

InSport/Wrangler Supercross Series

4/28-29	Pontiac, MI
5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Buffalo , NY
7/28	Foxboro, MA
TBA	San Francisco Bay Area
TBA	Los Angeles Area
TBA	San Diego Area

AMA/Bel-Ray Motocross Series

5/13	Atlanta, GA
5/27	Mt. Morris, PA
6/10	San Jose, CA
6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/12	Millville, MN
8/19	Denver, CO
8/26	Washougal, WA

WERA National Endurance Road Race Series

5/26	Wentzville, MO
6/2	Braselton, GA
6/9-10	Rosamond, CA
7/7	Faulkville, GA
7/14	Loudon, NH
7/28-29	Warren, OH
9/1	Woodbine, NJ
9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
7/1	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

4/29	Belgium
5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

4/29	Austria
5/6	Yugoslavia
5/13	Czechoslovakia
5/20	England
6/3	Italy
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Finland

500cc

4/29	Switzerland
5/5	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

5/6	England
5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trial Series

6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Austria
7/8	Switzerland
9/2	Finland
9/9	Sweden

AMA National Enduro Championship Series

5/6	Roselawn, IN
5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

5/13	Lucerne Valley, CA
5/20	Bruceton Mills, WV
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, Mn
10/14	Midland, MI

AMA National Championship Reliablity Trial Series

4/27-29	Tulsa, OK
5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Superbike Championship Series

5/20	Sonoma, CA
6/9	Elkhart Lake, WI
6/16	Loudon, NH
6/23	Pocono, PA
7/21	Monterey, CA
8/12	Portland, OR
8/18	Sonoma, CA
9/1	Brainerd, MN
9/16	Woodbine, NJ
9/29	Lexington, OH
10/14	Kent, WA
10/21	Rosamond, CA
11/4	Daytona Beach, FL

AMA Dragbike National Championship Series

4/29	Sacramento, CA
5/5-6	Jackson, TN
5/19-20	L.A. County, CA
5/26-27	Winston-Salem, NC
5/28	La Rue, OH
6/3&10	TBA
6/17	Kansas City, MO
6/23-24	Fremont, CA
6/29-30	San Antonio, TX
7/14-15	TBA
7/28-29	Columbus, OH
8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron, IL
9/22-23	TBA
9/29-30	St. Louis, MI
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, GL

NMRA-NHRA 1984 Drag Race Schedule

5/5-6	Atco, NJ
*5/19-20	Gainesville, FL
5/26-27	Bakersfield, CA
6/2-3	Warner Robbins, GA
****6/9-10	Columbus, OH
6/23-24	East Haddam, CT
6/30-7/1	Columbus, OH
*****7/14-15	Englishtown, NJ
*8/11-12	Washington, DC
**8/18-19	Brainerd, MN
8/25-26	Columbus, OH
******9/1-3	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
**10/13-14	Pomona, CA

*Dates are Tentative
**Pro Stock only
****Top Fuel only
*****Funny Bike only
******Top Fuel and Funny Bike only

CMC Four-Stroke Nationals

5/27	Orange, CA
9/2	Orange, CA
12/2	Carlsbad, CA

SCORE Off-Road Series

6/1-3	Baja Internacional

9/14-16	Off Road Championship Riverside, CA
11/1-4	Baja 1000

Other Major Events Abroad

5/7-12	Scottish Six Days Edinburgh, Scotland
6/2-8	Isle of Man RR Isle of Man
6/17	Pairs Speedway Championship Finals, Longo, Italy
7/1	Formula One TT Assen, Holland
7/15	Formula One TT Vila, Portugal
8/18	Team Speedway World Championship, Leszno, Poland
8/19	Formula One TT Dundrod, Ireland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe des Nations Dalecin, Czechoslovakia
9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

EVERY WEEK

Wednesday

CALIFORNIA

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutheford).

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info. 714/261-6116.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 pm, prac 6, race 7. Entry: $10, $15 Pro. Info: 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50. N. on Excelsior Rd. to 5305 Excelsior. All classes, 30% trophs. 100% Pro pb. Gate 5 p.m., prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd'S Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with trophies and cash. Amateur entries $10/firce class, $7/second class. Pros $12 with 100% payback. Gates open 5 p.m., prac 7, race 8. Info 817/433-5559, or 433-5587.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m, prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

April 21

BRA/SDGP MOTOCROSS SO. DAKOTA
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit in Spearfish, N. 1 mi. to track. All classes, Pro p-b + Points fund, 33% troph. Sptsmn. 1st race of SD GP Series. All class points. Sign-up 9 am, prac. 10, race 11. Entry: $15, Sptsmn $10, non mem. add $3. Borderline Racing Assn. Info. 605/348-8361 Dale Friend.

AMA/D-37 HARE & HOUND
Lucerne, CA. Limed from Lucerne Valley Camp Rock Rd. All classes. Finisher pins, D-37 points, 10% trophs. 2 45 mile loops. Women Novice and Beg., 1 loop. 10 am start. Sign-up will be open late Fri. night. Entry: $16 Vikings M/C. Info. 818/575-0969 Chuck.

CALIFORNIA D-35 SHORT TRACK
Chowchilla Fairgrounds, Chowchilla, CA. All classes includ. Odysseys. 100% pb. $5/lap lead money for 125-750 Exp. Semi Pro. Gate 4 p.m., prac., 6. race 8. Tri County Scramblers. Info 209/227-2081 James or Sharon Howard.

CALIFORNIA AUCTION
Azusa, CA. Motorcycle Salvage, W. Foothill Blvd. Wholesale auction open to the public. 75 to 100 motorcycles must be sold. Info: 213/334-1288.

April 21-22

KYLE FLEMING MEMORIAL MOTOCROSS
Firebird Int'l Raceway, Phoenix, AZ. 10 min. south of Phoenix on I-10, Maricopa exit. All classes. $3000 Pro purse. $1000 Mini Pro purse. $20,000 in contingencies. CMC & NMA sanctioned. Info: 602/973-8401.

April 22

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes 33% troph., 100% Pro pb. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

MRA/OMRA OREGON HARE SCRAMBLES
W. from Medford, Ore., thru Jacksonville on Hwy 238 to jackson Creek Rd. Follow signs. All classes. 33% troph. & hat patches to all finishers. Approx. 100 mi., 4 to 5 laps. Silencers & Spark arrestor req'd. OMRA cross country points race. Sign up 8 a.m., race 10. Entry: Pro $15, post $20. Info. 503/779-8082 Fritz Martin.

TEXAS MOTOCROSS
Longview, TX. 5 miles west of Longview, off I-20 on Tex. Farm Rd. 2011. All classes includ. 4-stroke. Trophs to 5. $1005 Exp purse (15 min. class). 100% Pro pb. Concessions. Gate opens 7 am, prac on Sat. before. Entry $10, $20 Pro and Exp. East-Tex MX Park. Info 409/248-2700 (Fred Heinkel).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. Follow signs. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323. CANCELLED

MRA/OMRA OREGON HARE SCRAMBLES
W. from Medford, OR, thru Jacksonville on Hwy 238 to Jackson Creek Rd. Follow signs. All classes. 33% trophs & hats. Patches to all finishers. Approx. 100 mi., 4 to 5 laps. Silencers & spark arrestors req'd. OMRA cross country points race. Sign up 8 am, race 10. Entry: $15 pre, $20 post. Info: 503/779-8082 Fritz Martin.

ZAP/CMC CALIFORNIA MX
Santa Cruz County Fairgrounds, Hwy 152, Watsonville, CA. All classes. 30% sptsmn trophies. 100% Pro payback. New starting gate and track sprinkler system. Gate 7 am, prac 8, race 9:30. Entry: $10, $15 for Pros. Gate $5. O/N camping is $5/veh. Info: ZAP MX 415/594-1424.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int receives $100 savings bond, 1st place Nov receives $50 Savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% pb. 15 rider min/class Ex. Concessions, camping. Gate 7 a.m., prac 8:15, Nov. race 9, Int/Ex. race noon. Entry $5 at gate, $10 for Nov and int., $20 Exp. Info 214/463-1614 (Bill Jennings).

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CALIFORNIA MOTOCROSS
Argyll park, Dixon, Ca. 11 mi south of Dixon on Hwy 113. All classes, incl. Women, OT, Vet. Lots of troph, 100% Semi-Pro payback. Parts in pits, concessions, free O/N parking. Improved track. Gate opens 6:30 am, sign-up 7, prac 7:30, races 9. Entry: $15 for all sprtsmn, Semi-pros - $20 + $5 park fee for bigger purse. Spectator $4, Kids 6-12 $1. Info: Buel Campbell 916/678-3592.

BRA/SDGP SOUTH DAKOTA MOTOCROSS
Hwy 79 MX track, Rapid City, SD. 2 mi. S of City on Hwy 79, E. to track. All classes, Pro pb. plus points fund, 33% troph. to Sptsmn. Round 2 of SDGP Series. all class points. Sign-up 9 a.m., prac. 10, race 11. Entry $15 Pro, $10 Sptsmn, non memb. add $3. Borderline Racing Assn. Info 605/348-8361 Dale Friend.

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MAY 13 — SADDLEBACK PARK ORANGE, CA — MOTOCROSS — Sportsman Mail $12 Post $15 — Pro Mail $20 Post $25
MAY 20 — INDIAN DUNES VALENCIA, CA — DUNESTOWN CLASSIC GRAND PRIX — Mail $20 Post $25
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Hillsferry Speedway
Modesto, CA
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Amateur & Semi Pro Short Track Double Header
SAT. April 28, SUN. April 29
Plus Speedway Exhibition Race
INFO (408) 463-0548

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JUNE
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CRC RACE SCHEDULE
Apr. 22 — MOTOCROSS Saddleback Park
May 6 — MOTOCROSS Indian Dunes
May 13 — MOTOCROSS Saddleback Park
1984 CRC Membership Required
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NATIONAL CHAMPIONSHIP
April 28 & 29
Sunrise Valley Cycle Park.
Adelanto, CA
Old Timer's MX Assn. & all support classes both days.
Contingencies & Trophies all classes, FREE O/N Camping at track.
Entry Fee: $25 for BOTH DAYS
INFO: (714) 783-1240

CORONA RACEWAY R.A.C.E. Schedule

Thurs.	Apr. 19	Ody, 3-Whlrs
Fri.	Apr. 20	NO RACE
Fri.	Apr. 27	Motocross
Sun.	Apr. 29	FT, ½ mi, ¼ mi, TT

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SRA Schedule

Apr.29 — INDIAN DUNES G.P.

May 13 — HILLTOPPERS G.P.

May 27 — PERRIS

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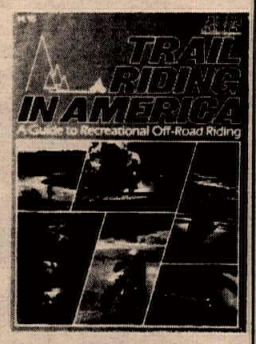

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Speedway

April 20

Costa Mesa

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CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet [illegible], 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339. CANCELLED

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 at N. Broadway exit. All classes includ. ATC. 30% Sptsman trophy, 100% Pro pb. Gate 6:30 am, sign-up 7 to 8:45, prac 8:30, race 9:30. Entry $20 Pro, $12 Spts. Gate fee $2 weekdays, $4 wknds, $5 raceday. CMC sanctioned. Info 805/925-0055 (Tom Hearen).

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

AMA/D-38 CALIFORNIA DESERT RACE
Plaster City East. All classes. Introducing the Super Exp. class with no troph, $25entry, 60%pb, D-38pts. Silencers reqd., finisher mugs, 20% trophs, free beer to all finishers. Prerunning is encouraged. Prac Sat, race Sun. Sign-up Sat., 4 pm -?, Sun. 6 am. Riders meet 8:30. Entry $15 per rider. Info (619) 427-5759 (Fud).

D-38 CALIFORNIA HARE SCRAMBLES
Plaster City E. from San Diego. Take I-8 E. to Dunaway Rd. exit turn N. at Evan Hewes Hwy., turn left 1 mi. W. on N. side of Hwy. All classes includ. ATV. 4 20 mil loops. No memb. reqd. Prac all day Sat, start 9 am. Entry $15. Info 619/427-5759 anytime.

AFM CALIFORNIA ROAD RACE
Sears Point Int'l Raceway, Sonoma, CA. All AFM classes. Trophies to 3rd. Gate opens 7:30 am, prac 9, race 11:30. Entry: Pre, $30 for first class, $15 for more: Post, $35 for 1st, $20 more. Info: 415/327-0908.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. At end of W. Diamond Blvd. All classes, 30% trophies, 100% Pro pb. Gate 8:00 am, sign-up 9, prac. 10:30, race 11:15. Entry: Nov. - Exp. $15, Pro $25. Gate fee $3. AK Motorcycle Racing Assn. Info: 907/333-5033 Rich Butler.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd N 17 mi to corner of Camino Diablo & Vasco Rds, turn right. All classes. 30% sptsmn troph, 100% Pro pb. Gate opens 6:30 am, prac 8:30, race 9. Entry: $15, $20 Pro, $5 watch. Info: 415/671-7859 or 634-3328 Tom.

April 26

IDAHO SHORT TRACK
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. Sign-up 5 p.m., prac. 6:30, race 7:30. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

April 27

IDAHO SPORTSMAN TT
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. Sign-up 5 p.m., prac. 6:30, race 7:30. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

April 27-29

OKLAHOMA RELIABILITY TRIAL
Tulsa OK. John Zink Ranch. Take OK 97 north from Sand Springs approx. 11 miles to Zink Ranch entrance. 1st qualifier for ISDE in October. Spectators welcome at 8 am each day of event. No admission charge. Info 918/584-2555 or 583-5485 (Ken Frakes).

April 28

IDAHO MOTOCROSS
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. 90% Pro pb., 33% trophs. Sign-up 8-9:30 a.m., riders mtg. 9:20, prac. 9:30, race 10. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

CENTRAL WASHINGTON MOTOCROSS
Horn Rapids ORV Park, Richland, WA. 4 mi north of Richland on Hwy 240. Turn north on Gross Cup Rd. All classes, 40% amateur troph, 100% payback. Gate 8:00 am, prac 9, race 10. Entry: $15 ama, $25 Pro. R & R Promotions. Info: 509/575-1843 Ross Roberts.

ADRA DESERT RACE
Loma 125--San Luis to El Golfo, point to point desert race. Course starts just south of Border, 20 miles south of Yuma, AZ. All classes inlud. Over 50 for 3-wheel, cycles, Odysseys. Fun and fast sandy roads with a finish on the white beaches of El Golfo. 30% troph up to 5. Jetting on Friday, no prerunning. Entry $37 Exp., $31 Am., $26 Mini. Info 602/252-1900 (Phil Avernheimer).

AMA CALIFORNIA SHORT TRACK
Hills Ferry speedway, Modesto, CA. Amateur and Semi-Pro ¼ mile short track. Gates open 4 p.m., prac 5, race 7. Entry $20, $4 watch. Special Pro-Am event. Info 408/463-0548.

AFM CALIFORNIA RIDER SCHOOL AND PRACTICE
Willow Springs Raceway, Rosamond, CA. Take I-5 north to Hwy 14, then north on 14 to Rosamond exit, then left 5 miles to track. Gate 8 am, prac and school 9 am-4 pm. Entry $40 school or open practice, watch free. Info 213/865-1523 (Harry Bresach).

April 28-29

RUSS DARNELL MX SCHOOL
Twin City MX Park, Denison, TX. All riders welcome, but class sizes are limited. Entry $80. Info 214/463-1614 (Bill Jennings).

OTHG MOTOCROSS
Sunrise Cycle Park, Adelanto, CA. Over the Hill Gang Nationals. All classes. Info 714/783-1240.

INSPORT/WRANGLER SUPERCROSS
Pontiac Silverdome, Pontiac, MI. Two-day event, with all top riders. Info 713/526-7666 PACE Mgmt.

April 29

D-36 CALIFORNIA ENDURO
Stanislaus Nat'l Forest, north of Twain Harte on Hwy 108 near Sonora. All AMA & D-36 classes. 7th Annual Polecat Enduro. Finisher pins, trophs. Key time 7:30 am. Entry: $16 mail, $19 post, $6 team, $2 name change. Merced Dirt riders. Mail Entries to: Alice Hotchkiss, 920 N. Mitchell, Turlock, CA 95380. Ph. 209/632-8722. Add. info: Michael Damaso 209/524-6589.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AL. End of W. Dimond Blvd. off of Jodphur Rd. All classes includ. 3-wheel. 33% trophs, 100% Pro pb. Gate opens 8 am, sign-up 9, prac 10:30, race 11:15. Entry $25 Pro, $15 others, $2 gate. Alaska M/C Racing Assn. Info 907/333-5033 (Richard Butler).

CRC CALIFORNIA MOTOCROSS
Edwards Air Force Base, CA. All classes. $1000 Pro purse, plus contingencies for Pros and Sptsmn. 1st race of Dunestown Series. Entry $12 mail, $15 post, $20 mail, $25 post Pro. Info 213/830-7519.

AFM CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Take I-5 north to Hwy 14, then north on 14 to Rosamond exit, then left 5 miles to track. Classes: Stk Prod, Mod Prod, Superstreet, GP, twins, singles, over 40 sidecars. Gate opens 7:30 am, prac 9, race 12:45. All spectators on motorcycles may take tour of track at lunch break, approx. noon. $5 watch, under 12 free. Entry $30 first class, $15 for each additional. Info 213/865-1523 (Harry Bresach).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

AMA CALIFORNIA SHORT TRACK
Hills Ferry Speedway, Modesto, CA. Amateur and Semi-pro ¼ mile short track. Gates open 4 p.m., prac 5, race 7. Entry $20, $4 watch. Info 408/463-0548.

CMC CALIFORNIA MOTOCROSS
Hollister Hills, CA. Hollister Hills SVRA. Hwy 156 into Hollister, follow signs to SVRA park. all classes plus 3-whlrs. 30% trophs., 100% Pro pb. Gate 7 a.m., prac 8, race 9. Entry $15, $20 Pro. Info 209/673-3146 or 408/637-3874 Pat Pipes.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. nder the "E" St. bridge, Hwy 70 to N. Beale Rd., go over Levee on Shad Rd., one block west of Honda of Marysville. All classes including 3-whlrs. No pit bikes, runs rain or shine, parts in the pits. 5th race of Hi-Point Pacific Race Spring series. Prac 7:45 a.m., race 9:15. CMC or AMA cards accepted. Entry $15, $20 Pro, $10 ATV, $4 watch. Info 916/695-2727.

CRC TENDERFOOT FAMILY ENDURO
Red Mountain, CA. 20% trophs and finisher pins. 2 loops. 8 a.m. start. Mail entry $20, post $23. Non CRC memb. add $5. Special Beg. class $15, post$18, CRC pts. Info 714/689-6114.

CALIFORNIA OBSERVED TRIALS
Frank Raines Park. 20 mi. west of Patterson, CA on Del Puerto Canyon Rd. All classes. Checkers meet at 9:15, riders meet 9:45, trial 10. Entry $8 PITS, $10 non-PITS. East Bay PITS. Info 415/443-5549 (Tim).

SRA OLD WEST GP
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes plus ATV. 20% troph, finisher pins. SRA license reqd., $10 per year. 0-200cc and ATV/Ody prac and race in AM, 201-Open and Sen/Vets prac and race in PM. Entry $12 by mail, $15 post. Info 714/828-1358.

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. 91 Frwy. E. from LA, Orange County. Pierce off-ramp, rt on Pierce to Magonlia, rt on Magnolia to Buchman, rt on Buchman to track. Triple Header (½ mile, ¼ mile, TT). Gates open 10 am, prac 11, race 12 noon. Info 714/735-1705.

CALIFORNIA MOTOCROSS
Tulare, CA. Hwy 99 S. Page off-ramp. 3 mi. west. All classes. 30% trophs to Sptsmn, OT, Vet, 3-whlrs. Pro 100% pb. Gate opens 7 am, prac 8, race 9. Entry $10, $15 Pros, $4 watch. Info 209/686-4520 or 688-4062 (Ron Clawson).

CRC FAMILY ENDURO
Red Mountain, CA. All classes includ. special Beginner. 20% trophs, 2 loops, 4 riders per minute. Course fairly easy w/emphasis on time keeping. 8 am start. Entry $20 mail, $23 post. Nonmembers add $5. Beginners $15 by mail, $18 post, no memb. reqd. CRC pts. Info 714/689-6114 (days).

CALIFORNIA HILLCLIMB
Carnegie Cycle Park, Livermore, CA. $1500 cash purse for exhibition classes-all Sptsmn classes. California State Championship Hillclimb. Last tune-up ride for the Widowmaker. Gate 7 am, 1st rider 9, 1st Ex. ride 11. Entry $12, $35 Pro. California Challengers. Info 408/688-2857 eves (Mike).

COLORADO ROAD RACE
Denver, CO. Second Creek Raceway, 88th and Buckley Rd. $1300 purse, Prod., Superbike, GP. Championship Cup Series Regional. Prac 9 am, races noon. Entry $20 first race, $10 second and third, $5 fourth. Mountain Roadracing Assn. Info 303/449-9357 (J.S. Day).

CMC CALIFORNIA MOTOCROSS
Sprocketts Park, Bakersfield, CA. Hwy 99 to Bakersfield, take 58 E. to Mt. Vernon, N. 4 miles to top of hill, follow signs. All classes. 33% trophs, cash pb to Pros. Gate 6:30 am, prac 7:30-8:30, race 9. Entry $12, $15 Pro. Info 805/834-0284 (Rick Sazama or Laura Elmore).

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

CALIFORNIA AME MOTOCROSS
Indian Dunes, Valencia, CA. 2 mi west of I-5 on Hwy 126. Classes: Beg, Jr, Int, Exp, Pro. 10 riders to make a class. $1000 Pro purse. All entries will receive Bud Mug. Gates open 7 am, prac 8, race 9. Mem reqd. The Budweiser Challenge Mug. Entry: Pros $20, Beg $10, others $15. Post entries - Add $5. Info: 213/881-5778.

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi and turn left, signs on road. All classes. Troph. to 5th, $1005 Ex purse, 15 rider min. class, 100% Pro payback. Concessions, camping $2/veh., elec. hookup, gate open all night. Straight-thru program Prac 9:30 am, race 11. Entry gate $5, Ama, $10, Exp $20. Info Bill Law 214/882-4215.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

NEVADA DESERT GP
Winnemucca, NV. North on Hwy 95 approx. 4 miles to Winnemucca Mtn. Classes 125 to Open, Nov. to Exp. District 36. Silver belt buckle for first O/A. Rider meet, 9:30 am, race at 10. Entry $25 pre, $30 post. Flying W's M/C, AMA/D-36. Info 702/623-2453 (Leonard Hornbarger).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn., $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz.), 273-2336 (track).

CALIFORNIA AMA/DRAGBIKE DRAGS
Sacramento Raceway, Sacramento, CA. Excelisior Rd. All clases. Super fuel to Youth and Street King. All riders welcome. Track opens 9 am, prac 10-1:30, races 2:30. Info 916/726-7620 (Miles Anderson).

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. I-5 to Hwy 126, go west. All classes includ. ATV. 30% troph, $1000 purse to Pros 125cc, 250cc, Open. Gate 7 am, prac 8, race 9. Entry $15, $20 post, $20, $25 post, Pros. Budweiser MX Challenge Cup. No memb. reqd. for Beginners. Info 818/881-5778 (Shirley Shore).

May 4

AME CALIFORNIA MOTOCROSS
Indian Dunes Park. I-5 to Hwy 126, go west. All classes includ. ATV. 40% trophs, pb $15. Gate opens 5 pm, prac 7, race 8. Entry $13, $20 Pro. Budweiser First Friday night. Info 818/881-5778 (Shirley Shore).

May 5-6

CALIFORNIA GRAND PRIX
Perris Raceway, Perris, CA. 91 Frwy. E. to 15 Frwy. S. (Elsinore) to Hwy 74 E. toward Perris 8 miles to Ellis St. Left ½ miles to track. Sat. classes all classified Vets, Minis, 101-200 class., all unclass. Sun. classes 4-stroke, OT, 250-Open Int., all Exp, Srs, women, 250-Open, Nov, all Pros. 20% trophs, approx. 1 hr. after race. 80% Pro pb per class, 20% of entry to Rescue 3. Free O/N camping, track prepped each day. No prac, no play bikes. Gate 6:30 am, 1st race 8, both days. Entry $15 for first race, $10 others, Pros $40. Gate fee $6, kids 6-12 $3, 5-under free. Info 714/997-8615 (Al Smith).

CALIFORNIA TRAIL RIDE
Start at Wilseyville, CA. Annual spring trail ride. 2 days, 125 miles each day. Special tests, ISDE-style. Overnight remote campout. All food and gas supplied. Classic T-shirts for all riders. Total cost for entry $85 if entered by Apr. 25th. Post entry is $100: New Life Trailriders Don Ivan 209/754-5204.

May 6

AMA WASHOUGAL MX
23 miles N.E. of Portland, OR. I-5 to Hwy SR 14, go east along columbia to Hwy 140 in Washougal, follow signs to track. All classes. 30% trophs, 100% Pro pb. Gates open 7 am, prac 8, race 10. Entry $12, $17 Pro. $5 watch, 6-11 $3, under 6 free. Northwest MX Enterprises. Info 503/248-1106 or 206/892-5441.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi and turn left, signs on road. All classes. Troph to 5th. $1005 Ex purse, 15 rider min class, 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 am, race 11. Entry: gate $5, Ama $10, Exp $20. Info: Bill Law 214/882-4215.

TEXAS SCRAMBLES
From Houston, U.S. 290 to Brenham, then Texas 36 to Lake Somerville, follow arrows to Yequa Park. All classes--5 riders make a class--3 troph min per class. Practice free on Sat. Nov. race 8-10 am, kids and Women 11-12, Int and Exp 1-4 pm. Entry $9 for TRH members, all others $15. Trail Riders of Houston. Info 713/446-1798 (Gary Hamilton).

CALIFORNIA TEAM RACE HARE SCRAMBLES
Hwy 101 N. thru Eureka, CA to Arcata Sunnybroe exit. Left on Union St. to Fickle Hill Rd. then 12 mi. to track. Arrowed from freeway. All classes. Team race, new longer 5.5 mile course. New longer downhill--trail is skid roads and woods. Sign-up 9-10:30 am, race 11-2 pm. No cards reqd., no rider insurance, no pts. Dead engine start. Entry $30 team, solo is o.k. $2 watch. Far West M/C and East Oakland Moto Bros. Info 707/445-3093 days, 822-3825 eves (Jomo Scott).

COLORADO ROAD RACE
Pueblo Motorsport Park, Pueblo, CO. 5 mi west of I-25 on US 50. Classes: Prod, Superbike, GP. $1500 purse, trophies. Championship Cup Series Regional, and MRA superbike challenge. Prac 9 am, races noon. Entry: $20 first class, $10 second & third, $5 fourth. Mountain Roadracing Assn. Info: 303/449-9357 J.S. Day.

AFM CALIFORNIA ROAD RACE
Sears Point Int'l Raceway, Sonoma, CA. All AFM classes. Trophies to 3rd. Gate opens 7:30 am, prac 9, race 11:30. Info: 415/327-0908.

CALIFORNIA HARE N HOUND
Ocotillo Wells OHV Area. I-5 S to Oceanside. Left on 76 thru Oceanside, Bonsai, Pala and Pauma Valley. Follow 76 to Lake Henshaw. Left at 76 & 79 junction. Go approx 3 mi to S2 about 10 mi to 78. Left on 78 about 18 miles to Ocotillo Wells. Turn left, go ½ mi around the rt end of the airport to camp area. 6 classes, incl 3-wheel & women. Regis at 7:30 am, riders meet 8:30, race 9. Trophs & T-shirts. Entry: $15 thru Sat, $18 Sun. Mission Yamaha and Anaheim Toyota. Info: 714/831-0351.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA I-15 to Hwy 126. All classes. Brass for Sptsmn., cash for Pros. Two long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn., $15 Pro; memb. req'd. Info 213/830-7519.

IDAHO OMC MOTOCROSS
OMC Raceway, Boise, ID. On Cartwright Rd. off Bogus Basin Rd. at sign. All classes. 90% Pro pb, 33% trophs. Sign-up 8-9:30 am, riders mtg. 9:20, prac 9:30, race 10. Entry $10, $15 Pro. Info 208/286-7406 or 377-0409.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

AMA/D-38 DESERT RACE
Imperial Valley, CA. All classes includ. ATV. Finisher surprises. Sign-up Sat 4 pm-?, Sun 6:30 am. Riders meeting 8:30, race 9. Four 20-25 mile loops. Entry $15 each racer. Prac on Sat. No memb. reqd. D-38 desert pts. Silencers reqd. Free beer to finishers. Info 619/427-5759 (Fud).

NMA ARIZONA QUALIFIER
Blythe Raceway, Blythe, CA. Off I-10 at Lovekin Blvd, north 5 miles to R/R track, rt. into track. All classes. 33% troph, 100% Ex. pb. Gate opens 6 am, prac 7. Must race this event to qualify for Ponca City. Info 602/795-2238 (Ron Keyes).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past light 1 mile, track on rt. side of Ave. T. All classes includ. ATV. Gate 7 am, prac 8, race 9. Free O/N parking. Entry $13 $20 Pros. Info 818/881-5778 (Shirley Shore).

CRC CALIFORNIA MOTOCROSS
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes. $1000 Pro purse, plus contingencies for Pros and Sptsmn. 2nd race of Dunestown Series. Entry $12 mail, $15 post, $20 mail, $25 post, Pros. Info 213/830-7519.

May 12

CENTRAL WASHINGTON NMA QUALIFIER
Horn Rapids ORV Park, Richland, 4 mi north of Richland on Hwy 240. Turn north on Gross Cup Rd. All classes. Gate 7:30 am, prac 9, race 10. R & R Promotions. Info: 509/575-1843 Ross WA. Roberts.

AMA WASHINGTON SHORT TRACK
Rainier, WA. 15 miles S.E. of Olympia WA., off Hwy 507. All classes. 33% trophs. No rain, no knobs. Silencers reqd. Pays D-27 pts. Gate 6 pm, prac 7:15, race 8. Entry $5 per class. Rainier Sportsman Club M/C. Info 206/264-4619 (Mike or Marilyn Waggoner).

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The undersigned entrant, by affixing his/her signature below, acknowledges that he/she assumes the risk of any loss from injury or property damage to himself/herself or to others, due to his/her participation in this race and he/she herewith specifically holds harmless the HILLTOPPERS M.C., S.R.A., and their respective officials from any said loss. If entrant is under 18, his/her parent or guardian must sign this entry, acknowledging consent to the terms of entry. It is understood and agreed that if he/she is injured from whatever cause during the racing event covered by this entry, he/she herewith consents to any authorized first aid and ambulance service as provided by the HILLTOPPERS M.C. and/or S.R.A. and further holds all parties harmless from any consequences of such aid. He/She agrees to conform to and comply with the rules governing this contest.
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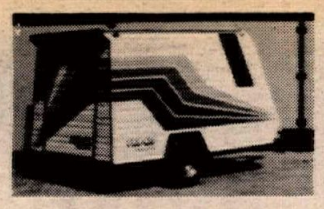

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Performance Cycle Works, Inc.

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520 McGlincy, Campbell, CA 95008

YAMAHA

Sales ● Service ● Parts
'84 YZ's Available
$200-$300 Rebate on '81 & '82
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★ CITY CYCLE CENTER ★
8423 Rosemead Blvd.
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May 12-13

AMA/D-36 NEVADA GRAND PRIX
Virginia City, NV. All classes, no minis. $15,000 in prizes, contingencies and cash. Finisher pins. AMA/D-36 points. Race at 11 am Sat, 10 am Sun. Spark arrestors reqd. Entry $35, $50 post. $70 cash class. Entires accepted 4/1-5/1. 4400 rider limit. Info 702/322-8083 or 849-0185.

May 13

CMC CALIFORNIA MOTOCROSS
Hollister Hills, CA. Hollister Hills SVRA. Hwy 156 into Hollister, follow signs to SVRA park. All classes plus 3-whlrs. 30% trophs, 100% Pro pb. Gate 7 am, prac 8, race 9. Entry $15, $20 Pro. Info 209/673-3146 or 408/637-3874 (Pat Pipes).

AME CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 30% trophs. Gates 7 am, prac 8, race 9. Entry $13, $20 Pro ($15 pb). $20 memb. reqd. Info 818/881-5778.

CALIFORNIA FLAT TRACK
Lodi Cycle Bowl, Lodi, CA. Hwy 9; between Armstrong & 8 Mile Rode, Frontage Rd. Pro Am. 240-500cc $1200 purse. Full Amateur race 80-500cc. Cycle Bowl Productions. Gate 9 a.m., prac. 9:30, race 11. Entry: Pro AM $15, Am. $10. Info Jerry Curry 209/368-7182 or 931-3722.

CMC CALIFORNIA MOTOCROSS
Sprocketts Park, Bakersfield, CA. 99 to Bakersfield, take 58 E. to Mt. Vernon, N. 4 miles to top of hill, follow signs. All classes. 33% trophs, cash pb to Pros. Gate 6:30 am, prac 7:30-8:30, race 9. Entry $12, $15 Pro. Info 805/834-0284 (Rick Sazama or Laura Elmore).

TEXAS HALF MILE
Devils Bowl Speedway, Dallas, TX. Pro-Am $1000 to win 100 lap main event. AMA-sanctioned, run with Harley Owners Group rally on Sunday. Prac noon, races 2 pm. Info Bob Bagwel 817/488-9133.

BAJA CALIFORNIA GRAND PRIX
Baja California, Mexico. Hilltoppers Rosarito Beach 100. All classes. Entries from March 19 to April 30. 20% trophs. Free camping on the beach. Entry $25 by mail; $35 post, $60 pro. $2000 Pro race following. SRA sanctioned pts. event. Info 213/428-4971 or 714/898-4557.

TEXAS MOTOCROSS
Longview, TX. 5 miles west of Longview, off I-20 on Tex. Farm Rd. 2011. All classes includ. 4-stroke. Trophs to 5. $1005 Exp purse (15 min. class). 100% Pro pb. Concessions. Gate opens 7 am, prac on Sat. before. Entry $10, $20 Pro and Exp. East-Tex MX Park. Info 409/248-2700 (Fred Heinkel).

CRC CALIFORNIA MOTOCROSS
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 miles to Santiago Canyon Rd. Right to county fire station, left into park. All classes. $1000 Pro purse plus contingencies for Pros and Sptsmn. 3rd race of Dunestown Series. Entry $12 mail, $15 post, $20 mail, $25 post Pro. Info 213/830-7519.

TEXAS WACO MOTOCROSS
Waco MX Park, Waco, TX. 9 miles east of Waco on State Hwy 6. All classes. Trophs to 5, black dirt, "blue groove" MX club. Sponsored for fun. Gate opens 8 am, prac 9, race 10. Entry $10 per class, $3 gate, over 60 and under 6 free. Waco Eagles M/C. Info 817/752-5094. (Steve Brown).

NMA ARIZONA QUALIFIER
Canyon Raceway, Phoenix, AZ. 1 ½ mile west of 99th Ave. and Carefree Hwy. All classes. 33% trophs, 100% Ex. pb. Gate opens 7 am, prac 8. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

ROAD RUNS

April 29

AMA/D-37 OLYMPIC SIGHTS TOUR
Tustin Honda, northwest corner of 1st St. & Tustin Ave. Chapter "O." Sign in 8 a.m. to 11. Entry: $7 person, $1/member refunded to largest chapter attending. Touring Riders Assn. of Calif. For info: Bill Peters 599-5767 La Verne, Herman Colwell 533-1998 Anaheim, Linda Gonse, 739-8479 Buena Park, Don Slidderveer 538-8297 Orange, Kristine 213/256-4944.

CALIFORNIA RALLY/POKER RUN
Monterey County Fairgrounds, Monterey, CA. Best Poker Hand on British, German, or Italian motorcycle, and oldest bike to complete run both receive prizes. 1984 Rally of European Motorcycles, 150-175 mile poker run along Monterey Bay Area back roads. Gate opens 7:30 am, 1st motorcycle starts 9 am. Entry $5 if post marked by April 18, $7 at gate. Monterey Bay European M/C. Info 408/394-0627 (James F. Gebhardt).

H.O.G. WENDOVER RUN
Ride and rally to Wendover, NV. Leave Liberty Park, 9th South and 5th East, Salt Lake City, UT. Arrive at State Line Hotel and Casino, Wendover, NV. Meet Sunday, between 8-9 am in Salt Lake City. Harley Owners Group, $10 donation--proceeds to M.D.A. Info 414/342-4680.

May 5-6

AMA/D-37 PALMS TO PINES RUN
Tour will leave Palm Park, at the beach end of Santa Barbara St. in Santa Barbara (new Stearns Wharf). Ends at Willow Springs Raceway on Sunday. Finisher's pins, Sat. BBQ, Sun. Brkfst, race track entry, camping, prizes, tour maps, incl. Sign in 7-8 a.m., S/5 Palm Park. Entry: $20 pass, $25 rider. All post-entries $30. District 37 pts. Info: Marty 805/684-2998 or Kristine 213/256-4944.

May 6

H.O.G. SAN JOSE BREAKFAST
San Jose Hyatt, 1740 N. 1st Street, San Jose, CA. HOG's in a Blanket Breakfast. 10 am Sunday. Meet Miss Harley-Davidson. Info 414/342-4680.

CALENDAR LISTING

FREE

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

WANT ADS

Help Wanted

Service Writer Wanted
Or clerical assistant for service dept. at Yamaha/-Honda dealership in Newhall. Pay commensurate with ability. Call Dick (805) 259-8500. (212/TFN)

O'Neal salesman wanted in N.Cal
Sell the fastest moving apparel line along with Metzeler, Scott, Bel Ray, Oakley, Gold Belt, RK Chain, Helmets, etc. Excellent commission. Established salesman preferred. (818) 998-1049. Alan Jones. (214/15)

Government Jobs. $16,559-$50,553/Year. Now Hiring. Your Area. Call (805) 687-6000 Ext. R-1299. (114/17X)

Sales Reps And Distributors
Reps and distributors wanted in U.S. and Canada for European motocross products. MP IMPORTS, PO Box 962, North Adams, MA 01247. (413) 664-4974. (1/14/17NEX)

Experienced Yamaha Mechanic
Apply to FRESNO YAMAHA (209) 431-3485, ask for Dave or Gary. Salary based on qualifications. (214/15)

Exp. Honda Technician
Salary plus bonus and insurance program. Ask for Tom (408) 245-7840, Honda Peninsula, Sunnyvale, CA. (212/15)

Hayward Honda
Has opening for service manager/mechanic, experience necessary. (415) 886-0644. (115)

Colorado
Positions available in motorcycle sales * mechanic/service manager. Multi-line dealership with Honda, Kawasaki, BMW. Send resumes to: Longmont Cycle Center, 1220 N. Main, Longmont, Colorado, 80501. (215/16)

Parts/Counterperson Wanted
With experience, good pay. HOLLYWOOD YAMAHA KAWASAKI (213) 466-8451. (215/16)

Join The Service Team!
US SUZUKI MOTOR CORP. is looking for a quality distributor level person to fill an important home office position in the technical service department. Position deals with a wide variety of subjects, dealers, customers and other internal departments. Successful applicants will have a good motorcycle background familiarity with Suzuki Products, good mechanical apptitude, the ability to work well with people, and excellent communication skills. Send resume with salary history to: Personal, US Suzuki Motor Corp., PO Box 1100, Brea, CA 92621 (no phone calls please). (214/15)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

Parts Manager
Parts and accessories sales and management, permanent position open to experienced, organized, self starter with multi brand growing dealership in sunny Mission Viejo. MOTORCYCLE CITY USA (714) 831-6804. (212/TFN)

Mechanic Wanted All Brands
Experienced, with tools; wanted immediately. MOTORCYCLE CITY USA in Sunny Mission Viejo, Calif. (714) 495-3352. (205/TFN)

Service Manager Wanted
Yamaha/Honda dealership in Newhall, excellent pay and benefits for the correct person. Call Dick (805) 259-8500. (212/TFN)

Long Beach Honda Motorcycles Is Where It's Happening
We need one Salesperson that's got it all together. Must have motorcycle sales experience. All company benefits, absolutely one of the best pay plans in California. Call Carl Diamond, (213) 423-1433. (215/17)

Yamaha Partsman Wanted
Contact Don at BELLFLOWER YAMAHA. (213) 925-5097. (215/TFN)

**** HONDA MECHANIC ****
Experienced Honda line mechanic. Permanent position, with one of the BEST pay plans available! All company benefits. $30,000 PLUS, if you're professional! See Service Manager for details. LONG BEACH HONDA, (213) 423-1433. (215/17)

Honda Of Poway In San Diego
Motorcycle salesperson. Would you like to earn $1500. to $3000. per month? Experts preferred, commission plus bonuses. Live in San Diego where it's always nice. P.O. Box 456, Poway, CA. 92064. (619) 748-4151. Contact Bob Emde. (214/15/NW)

DG Performance
DG Performance is looking for a receptionist/typist. Motorcycle experience preferred, but not necessary. Must type 50wpm, good benefits. DG Performance, Anaheim, CA. Call Tony (714) 630-5774. (215)

Service Manager/Mechanic
Growing Honda, Yamaha dealership on North Oregon Coast, needs experienced Service Manager Mechanic. Honda-Yamaha of Astoria, Astoria, Oregon. (503) 325-6382. (315/18)

Order Desk
Fantastic ground floor opportunity. Computer experience helpful. CYCLESPORT. (818) 781-0738. (215)

Sales Persons Wanted
Self motivator, aggressive sales person with limited motorcycle experience. We are looking for career oriented people who want to grow with our company. We offer full time, year around employment, top salary and commission paid. Send your resume to: SUDCO INTL., 1824 E. 22nd St., Los Angeles, CA 90058. (215/16)

Business Opportunities

So. Cal. Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

Motorcycle Dealership
Yamaha dealership in San Jose, one of the largest volume in country. Serious inquiries only. (408) 578-0670. (213-16)

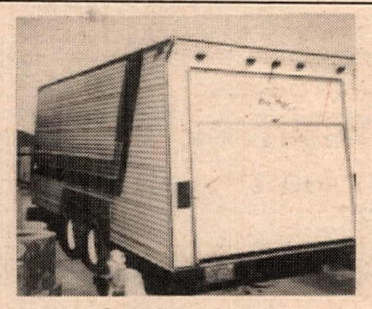
I WANT to lease a service department. I guarantee improved quality and profits. 20 years experience. (714) 835-7345. (415/16)

Motorcycle Business
Must sell due to health reason, Kawasaki motorcycle franchise in Colorado. Parts and bike, minimum investment with proper credit. Call (303) 486-1550. (115/16X)

Yamaha Dealership
Serving Tacoma, Pierce County Washington since 1972. Having fabulous season, but owner wants to retire. Easy terms, property for sale or lease. If qualified call Stu (206) 531-2652. (215/17)

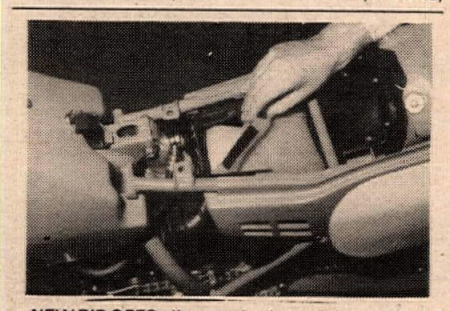
FOR SALE: (2) long established Honda Motorcycle Dealerships in Southern Arizona. P.O. Box 30864, Tucson, Ariz. 85751. (215/18NW)

Suzuki Country Is The Best
For sales, service, parts and problem solving. Thanks guys. JRT. (115)



Pro-Trac Trailer
21' Tandem Axle, brakes, cabinets, works bench w/sink, side bunks, heater, awning, excellent condition. $4500/OBO. (916) 988-9543. (315/16)

Graphic Designer/Writer 4 Hire
Working assistant art director. Designer, mechanical artist, editorial and writing skills, press run superversion. Collector/restorer of early Hondas. Excellent references from current employer, printer and former TIME Magazine Art Director. Chris Finlayson, 24 Court St., Belfast, ME 04915. (207) 382-6200 weekdays. (1/15NE)



NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

CZ — Jawa — Babetta
Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

2 Valve Jawa w/extras, $950
(714) 898-5857. (313-15)

'78 YAMAHA IT175, $325. (714) 898-5857. (313-15)

1983 Husky 250XC, very good condition, must sell, fast, extras included. $1550/OBO. (714) 881-2981. (114/15)

★ '78 Suzuki 750 ★
Maroon, Michelins, Kerker, Martek, Quartz, New clutch, clean, 28mm, adult owned, $1100/OBO. Work (213) 435-7781, Ext. 247, Home (213) 329-3993, Steve. (114/15)

Bark Busters
Special design preferred by ALL National riders. The ONLY handguards with an attractive brushed finish and UNBREAKABLE, GUARANTEED. $49.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. BOX 1294N, Lacombe, LA 70445. (504) 882-3107. (204/NSE/TFN)

1974 TY250 Trials
Stock, very clean, runs excellent. No dents, good beginner's trails or trials bike. $600/OBO. Call (408) 997-7699 eves only. (314/16)

'74 TL-125 Honda
Super condition, completely stock, all original equipment. $400 firm. (209) 523-4936. (314/16)

'83 Yamaha IT 490
Bought new in November 83, Answer Spark Arrestor, $1500. (714) 797-1712. (114/15)

*1983 GPz750 1982 BARS, 4K mi. $2800. (415) 372-6202. (112-15)

New Husqvarna's in stock now!
At least 50 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR or 250-XC; $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; 500-CR: $1995. 1983 250-WR; $2295. 1983 430-WR; $2595. 1983 500-CR & 500-XC; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)

1982 Speedway 4-Valve Jawa
Delorto Carb., Maely rear wheel plus stock rear wheel, rear wheel covers, spare set of new plastic, this long stroke was raced four times, never down. Best offer over $2250. Call (408) 997-7699 eves only. (314/16)

Wanted, complete rear wheel assembly with tire and tube. Need everything except axle. Must fit 1982 or 1983 Yamaha YZ250, call (619) 366-9364 after 7pm. (114/15)

1982 CR125R Ridden Once
Brand new condition, bought 4/83, storage since. $575. (213) 545-2991. (114/15)

'76 Honda CB400F 4-Cylinder
All original equipment, 15,000 hi-way miles. Tulsa, OK. (918) 321-5050. (114/15/NW)

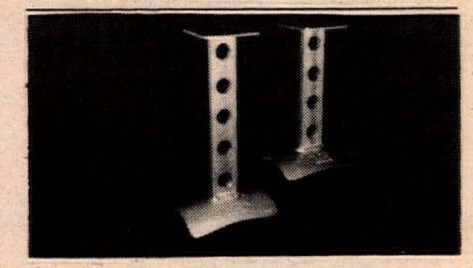
California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: RIVERSIDE: April 16th. LAGUNA SECA: April 20th. SEARS POINT: April 21st. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REUIRED. (210-TFN)

1979 Kawasaki KZ1000, all Vetter Touring Equip., new tires, custom seat, Sears Die Hard, shocks. $2000. (714) 830-4049. (114/15)

RM250 1982 like new, never raced, new tires $975. (805) 492-3677, ask for Gary. (314/15)

'82 Maico 490
New condition, low hours, no time to ride, deal $600. (714) 545-5078. (114/15)

1980 440 Maico
Excellent condition, clean, trail ridden, extras. $625/OBO. (415) 933-1676. (314/15)



The Strut
Motor-Cycle Tie-Down Strut. Designed specifically for motocross and enduro racers who need that little extra edge. The abuse your forks take on the track is enormous. Why abuse them before you get there? The Strut keeps forks extended eliminating all free play and spring compression, thus keeping your bike rigid during transportation. Made of non-corrosive, anodized aluminum, available in sizes to fit your bike. When ordering, state fork travel in inches. $14.95 at your dealer or direct. N.W. PROP & MACHINE WKS., 421 Industry St., Astoria, OR 97103. (503) 325-0833. (111/13/15EOI)

'82 Kawasaki GPz 750
Excellent condition, 8900 miles. Sport Elite, tank bag cover, shop manual and helmets. Before 5 pm. Rick (805) 824-4541. (314/15)

Wanted: Star D.O.T. Helmets
Will trade new Star or Tour Star Helmet for used but undamaged Star D.O.T. Helmets produced between 3/74 and 8/75. (on chin strap) Star D.O.T. marked on rear I.D. sticker, there will be no Snell Sticker. Call (213) 921-9451 Ext. 251 between 7:30am and 4:00pm. (214/TFN)

HOW TO BUILD: Your own trailer for dirt bikes, ATV's. Easy plans, best prices, wheels, axle, etc. Send $5. HANES ENGINEERING, 2733-B West 11th Street, Erie, PA 16505. (1/15NSEX)

TT500 Yamaha
Trackmaster, Megacycle cam, Branch head, front/rear Grimeca disc. $1,950. (716) 334-4559. (1/15NE)

Must Sell
'83 Suzuki GS 750ES, low miles, $2900/OBO. '81 Honda CB400F, many extras, $1800/OBO, R C Pipe and stock exhaust for CB 750, 900, 1100F. (714) 991-1066 or (714) 893-6632 eves. (415)

Pain Forces Sale-Reluctantly
1983 KTM 495 much better than your average "Excellent Condition" Katoom, You'll love it! $1500 out my door. (209) 478-9657. (115/16)

Want to sell your motorcycle???
For cash. Call (714) 831-6804. (212/TFN)

Incredible Deals on '83 Husqvarnas.

The price is a deal, but it's the Husqvarna that makes it incredible.*

Sure, you could buy any one of a dozen different closeout motorcycles and get a deal. But for a limited time you can get a deal that's incredible. A deal that'll put a smile on your face and a world class Husqvarna between your knees. We've got a VERY LIMITED supply of 1983 250CR and 500CR machines available at "last chance" prices AND with some special "goodies": • *Buy a new 1983 250CR for $1995. and we'll throw in a 1984 update kit—FREE. Update kit includes tank, seat, side covers, and decals.*

• *Buy a new 1983 500CR for $2495. and you get the '84 update kit plus a free six-speed transmission.*

Either way, you'll own one of the most powerful and versatile motorcycles on earth—capable of winning at Motocross, Desert, Cross Country, or Hare Scrambles.

PLEASE DON'T WAIT. See your Husqvarna Dealer today. There are only a few machines left. And you know how hard it is to catch a Husqvarna once it gets out of your Dealer's Showroom.

The only place you'll catch it then is in the winner's circle—where *you* belong.

HANDCRAFTED SALE

*Participating Dealers.

Want to go to a race this weekend? Read the Calendar Section.

METZELER

EXOTIC RACE TIRES

SPECIAL DRAG TIRES, SLICKS, "SPORTS"

MOTO RACE

Triumph Tiger Cubs. One clean, sharp. One for spares. Both engines excellent. $500 both. (805) 944-1425. (115)

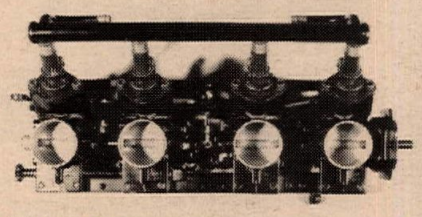
Motorcycle Trailer
5 Rail, suspension, spare tire, hub caps, $400. Days (818) 341-2266, eves (818) 998-2022. (115/16)

'82 YZ100J
Very clean and fast, many extra parts, asking $500. (818) 894-8035. (115/16)

1977½ OSSA Phantom GP II 250cc motocross, excellent condition, spares galore $450/OBO. (213) 973-7295. (115)

Dinosaurs
Perris TT May 20. DDMC. (315)

'83 490 IT
Excellent condition, runs great. $1200. (213) 434-2935. (415)



PMC Race Engineering
Offering Pro-Flow Fuel Injection for the Kawasaki 81-84 GPz 1100 & 80 Classic, 396.90 exchange, 14.7 H.P. improvement over stock. *Distributor for: Wiseco, Andrews & Murray 1-(800) 222-7761, send to 3700 S. High, Oklahoma City, OK 73129. (213/EOI/TFN)

Motocross Camper
Jim West's 1969 Ford E300 Stick. Holds bikes, beds, built-ins. $2200/OBO. (805) 497-0059. (315/16)

1982 RM 125
Ridden only four times. Purchased new Nov. 1983, brand new condition, $895. (714) 241-0626. (315)

'81 RM125 SUZUKI, good condition, runs good, best offer, $650. Call after 6 p.m. (213) 562-3578, Phil. (115)

WANTED — BULTACO SHERPA T, '76-'81 in excellent mechanical and physical condition. (209) 924-7898. (115/16)

BRAND NEW 1983 YZ 490 motor, $700/OBO. (213) 868-4657. (115)

Yam. YZ80H Cowtrailer-Racer
Set up for dirt or ready to have fun on. Works shock, good rubber and motor, $375. (602) 582-9330. (115)

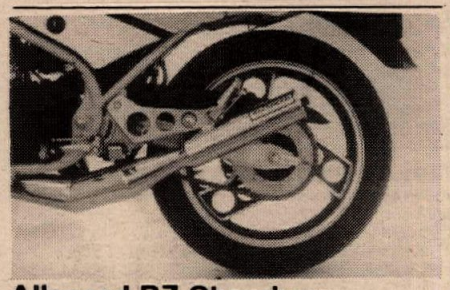
Russ Darnell MX School
April 17&18 Saddleback, June 11-15 Whitney, Texas, June 18-22 Tulsa, Oklahoma, August 13-17 Rio Bravo, Houston, Texas, August 20-24 Indian Dunes, August 27-31 Saddleback. Also available, Americross Tours 12 week MX training program. (714) 980-3212. (212-15)

Suzuki RM125 1983
Less than 10 hours total. Excellent condition. Must sell. $650/OBO. Tom, after 6pm (213) 595-7135. (314/15)

For Sale
Nickel plated Knight frame, new in '83. $475 or best offer. (313) 679-3445. (3/14/15NE)

KTM 125 Day at Bay Area Cycle
Saturday 4-21-84, 10-3 p.m. See, Ask, Ride, Buy 1984's hottest 125. Videos, guest speakers, refreshments, more information contact: BAY AREA CYCLE CENTRE, 5606 W. Manchester, L.A., CA. Near LAX. (213) 649-1700. (114/15X)

OW31 750 Roadracer
295 pounds. All handcrafted, race proven, Dyno-Developed motor, many extras. (408) 578-0670. (213-15/EOINW)



Allspeed RZ Chambers
Europe's #1 exhaust system. Chrome $179.95; black ceramic $169.95. RZ products catalog, $3 (refundable). RSC PERFORMANCE, P.O. Box 14664, Atlanta, GA 30324. (800) 222-1452; in Georgia (404) 876-3832. (214/TFN)

1984 KTM 250 MX
Must sell, ridden 4X $2300. Leave message. (818) 889-6043. (113-16)

Speedway Bike $1000.
2-Valve Jawa, immaculate condition. (714) 848-3406. (314/15)

DUCATI 250cc PRODUCTION Road Racer. $675. (816) 525-1080. (314/15NW)

Bultaco — Hodaka Parts
Large supply, UPS, COD. BAY AREA CYCLE, (213) 649-1700. (112-17NWX)

Used Suzuki Parts
1960 to current models. Save 50% or more. HUB SUZUKI, 6990 49th St. North, Pinellas Park, FL 33565. (813) 527-8475. (207,11,15,19,24,28,32/NSE)

'78 Toyota Corolla
Brown, 2 door hatchback, excellent condition inside and out, five speed with air, new clutch, brakes, must sell. $3100/OBO. (714) 859-0933 days, (714) 645-7547 eves/message. (415)

Dinosaurs
Perris TT May 20. DDMC. (315)

'79 Yamaha SR500
Like new condition, 2000 miles. $1400/OBO. (213) 316-0920. (314/15)

Dave Emdes TZ250H $4500
Winner of three nationals in 1983. Bike is fully sorted and ready to win. Askland Pipes, Lectrons, Mags, Lockheeds, many spares. Call Bob Endicott (714) 541-5343, (714) 673-4931. (114/15/NW)

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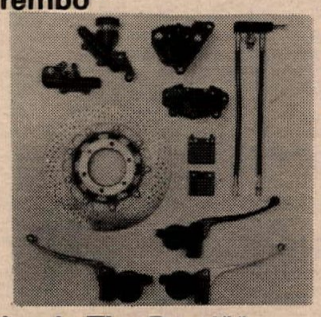

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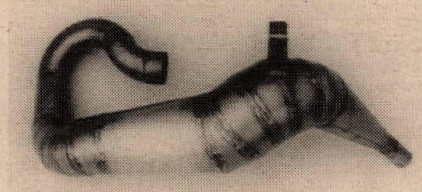

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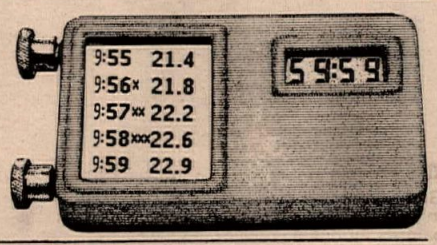

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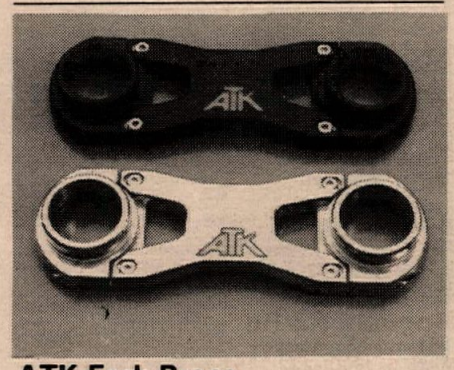

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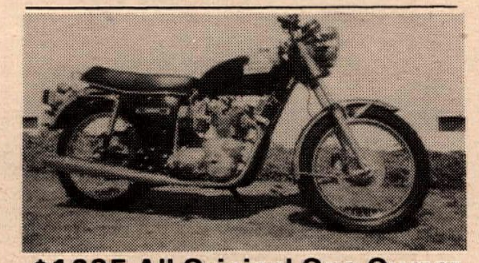

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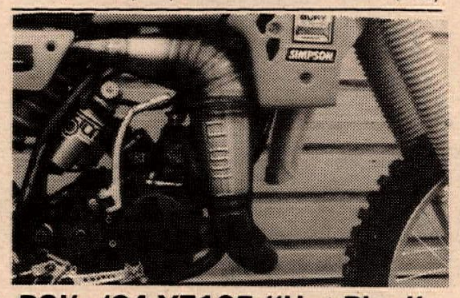

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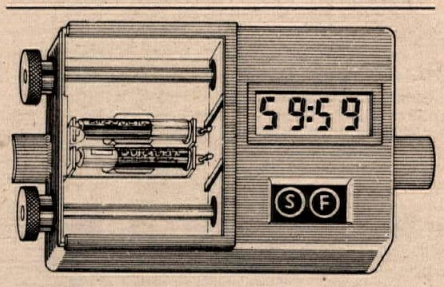
Rear with two sprockets and cush drive, 18" front. $675/OBO pair, will separate. Jake, (716) 424-2121. (115/NE)



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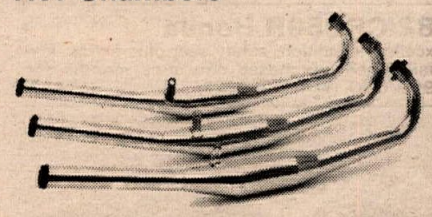

Kawasaki Triple Street and Racing Chambers $179.95. Yamaha RD's Street and Racing Chambers $129.95. For ordering only call, (800) 821-1205, For technical information call, Hot Bike Engineering (415) 657-3864. We ship UPS/COD. (215/NW/TFN)

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1984 CR250 Husqvarna, 10 minutes on motor, TC Pipes plus extras $2100. Bill (817) 831-0903. (315/16)

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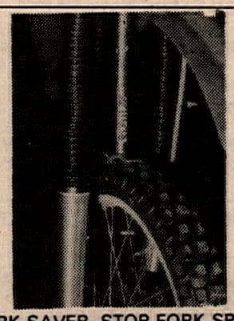
Excellent condition, $300/OBO. (213) 428-6272. (115/16)



NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE $19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (207/EOI/TFN)

1981 Yamaha 550 Maxim

Excellent condition, sport fairing $1300. (213) 925-5417. (115)

1974 HONDA 550. Windshield, luggage rack. One owner, excellently maintained, runs great, immaculate, $750/OBO. (213) 348-8290. (115)

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Ads are accepted on a first come, first serve basis. Cycle News reserves the right to edit ad copy.

REGIONAL RATES
(Cycle News/West only)

PRIVATE PARTY

Per word ..... 25¢
Headline in bold type ..... $3 extra
Photo ..... $4 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL AND HELP WANTED

Per word ..... 50¢
Headline in bold type ..... $5 extra
Photo ..... $8 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)
Blind Box Service Charge $5.00

CREDIT CARD LIMIT
MINIMUM $5.00 PLUS .50
POSTAGE and HANDLING

213/427-7433
No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE

Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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(Cycle News/West and Cycle News/ East)

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Per word ..... 45¢
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PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

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Please run my ad ____ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — EXTRA (leave spaces)
Bold Headlines do not count towards want ad word count

Want Ad minimum ... $2.50

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52	53	54	( )	55

Cycle News cannot be responsible for illegible phone numbers.

Area Code/Phone No.

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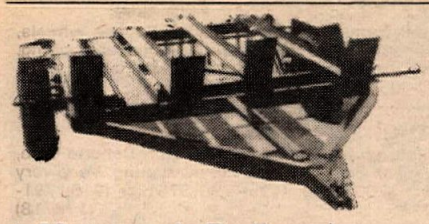
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)



★ Motorcycle Trailers ★
Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 537-1380. (213/TFN)

'83 Suzuki Katana 750
Like new condition. Must sell, $2700/OBO. (714) 797-1712. (114/15)

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'82 CR250R Honda
Excellent condition, safety seat plus extras. Well maintained, purchased new nine months ago. $925/OBO. (714) 870-1229. (114/15)

OSSA 350 Trials
Still the most competitive trials iron in America. OSSA parts past and present. From Sole concessionaires. OSSA AMERICA. P.O. Box 730 Kenwood, CA 95452. (707) 833-2622. (212/TFN/NW)

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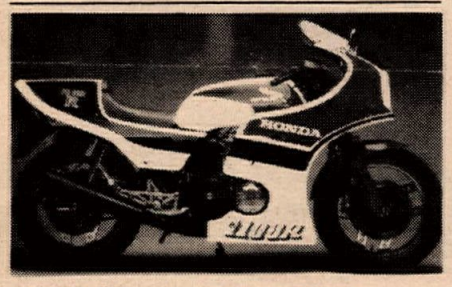
Established European franchise. Great opportunity for fun and profit. Health forces sale. Contact P&B, P.O. Box 9364, Marina Del Rey, CA 90291. (114/17X)

1976 Husqvarna 360WR
Mint, Snake Pipe, original tires. $500/OBO. Don Clark, days (714) 779-2591, eves (714) 737-8475. (314/15)

1980 XR750 Harley Davidson
Axtel Heads, Lawlell Cams, Del Orto Carbs, Champion Frame, Ceranni Forks, much more. $5000/OBO. (209) 524-3812. Ask for Mike. (314/17)



1983 Honda CB1100RD
Rare 120hp European Model, one new in crate, one used. Must sell. (213) 539-0224. (114/16)

1980 IT250 Yamaha
Original condition, low time. (213) 848-1976. (114/18)

1976 Honda 400F
Clubman low bars, Orca rear shocks, Pirelli Phantom, 4 in 1 black pipes, stock engine, 6400 actual miles, $1095. (213) 426-9755. (114/15)

1984 Yamaha YZ 250 L
Raced twice, injury forces sale, like new, $2000. (619) 872-7951 days, (619) 872-6221 eves. (314/16)

1972½ TRIUMPH T120RV, last of the 650's, super clean, $1800? 1970 BSA B50T, complete less lights, $350. 1969 TRIUMPH TR25W, 90% restored, offers. Ask for Mike (415) 829-6091. (115/17)

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Expert XR750
With spares. For details call (217) 356-8784 days; (217) 328-2005 nights. (115/16NE)

Borrani Rims Wanted
New WM3x18-40 hole, must be undrilled. Will purchase large or small quantity. Rob Iannucci, 139 Henry St., Brooklyn, NY 11201. (212) 596-0504. (315/16NE)

Fontana Brakes Wanted
Your price paid for good equipment. Rob Iannucci, 139 Henry St., Brooklyn, NY 11201. (212) 596-0504. (315/16NE)

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Long lasting progressive braking you can depend on wet or dry without abnormal hub wear, send shoes and $14.00 (return postage included) to Cycle Concepts, 140 Columbia Rd., Windsor, CT., 06095. (203) 242-3812. (113/17)

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Latest engines and parts in stock. Good prices, quick shipping. Our 250cc Rotax powered zip superkarts turn 2:06 at Daytona, 2:27 at Road America! Franklin Kart Sales, 8005 S. 13th, Oak Creek, WI 53154. Send $4 for catalog and info. 414/764-1884. (1/14/15NEX)

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Will deliver to Riverside Pro-Am April 15. (503) 232-5150. (314/15)

1984 KTM 125 MX
Low hours, new 520 chain sprocket, $1200. (916) 722-9470. (314/15)

1982 Suzuki Katana
1000cc absolutely perfect, headers, plus unmounted Pirellis, 2300 miles. $2500/OBO. (801) 571-1212. (313-15)

Vesco Rabid Transit Fairing
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'73 LT YAMAHA 100, $50. (714) 898-5857. (313-15)

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Road racing photos available: BoTT, Superbike and F-1. Call Darkroom, 615/522-1370. (1-13/15X)

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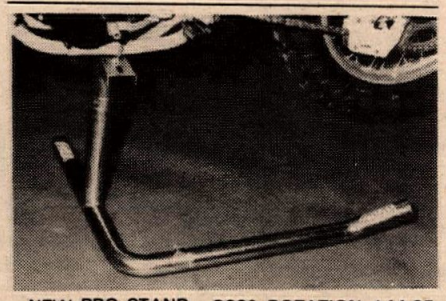

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5 rides on bike (like new). $1875/OBO. (714) 897-5143. (114/15)

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Dyna Ignition For XR-750
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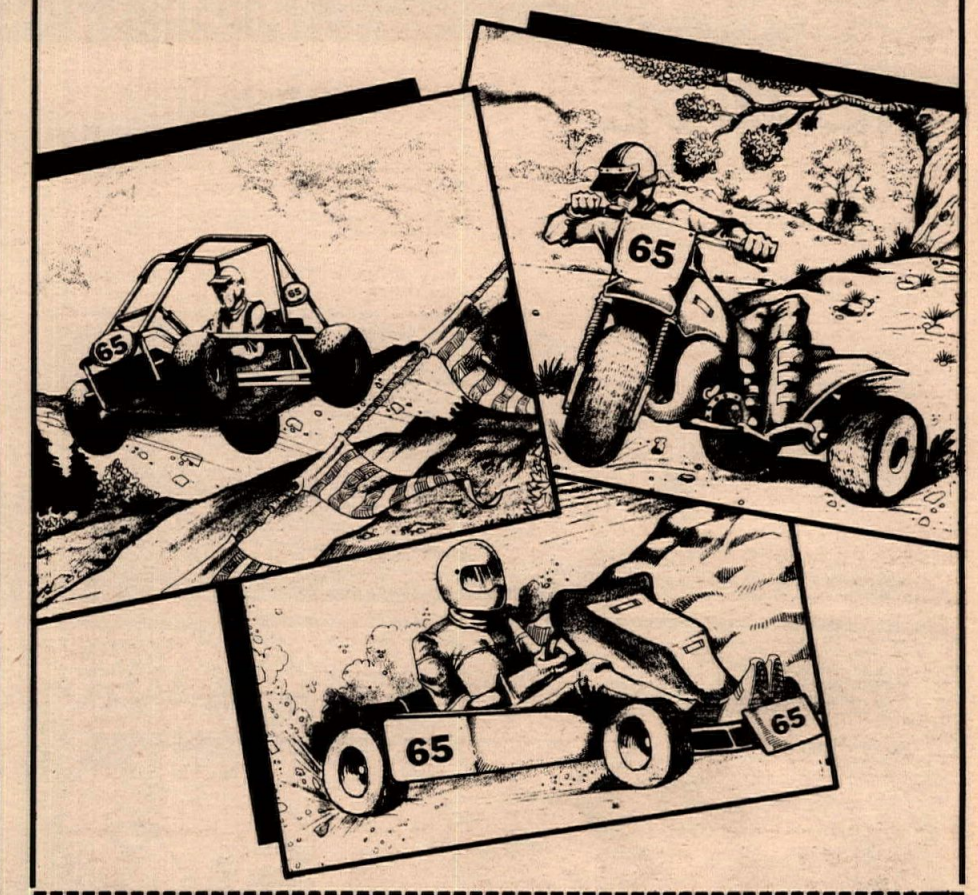

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And with that gift send ☐ **me/ ☐ them a FREE poster!**
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$5 for one. Additional posters $2.50 each.
Indicate number of posters desired:

_____ **Three-Wheeler**
_____ **Odyssey**
_____ **Race Kart**

Note: California residents must add 6½% sales tax on all posters ordered separately or additionally.

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Card # _____

Expiration date _____

Signature _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.

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OR CALL: (213) 595-4753 for MasterCard/VISA orders!
Canada and Mexico (1 year) 2nd class $10. Other foreign rates available upon request.
Check & Money Orders payable in U.S. funds.

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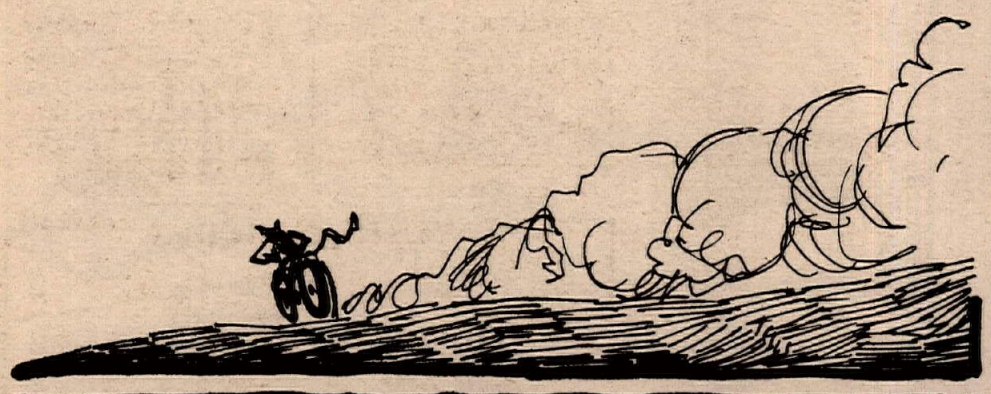
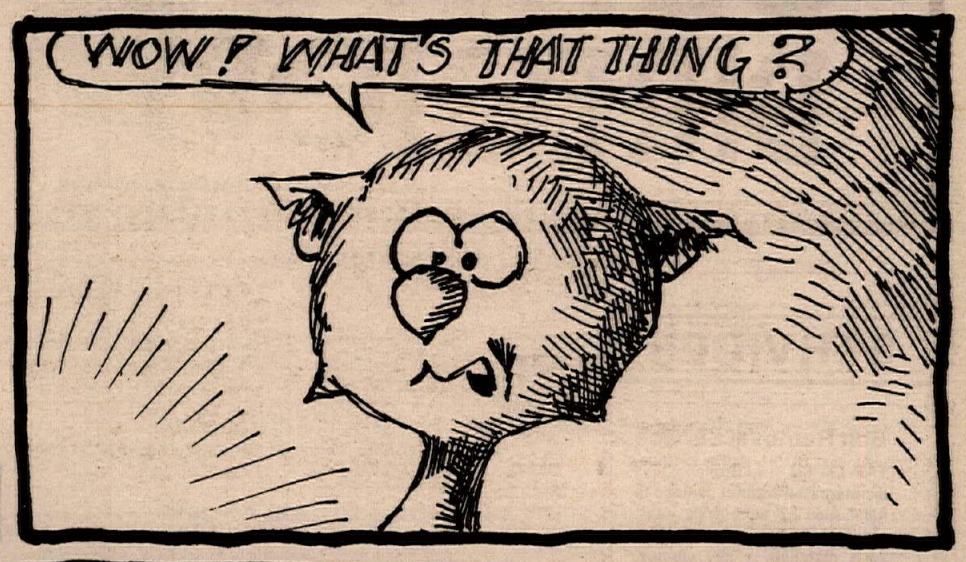
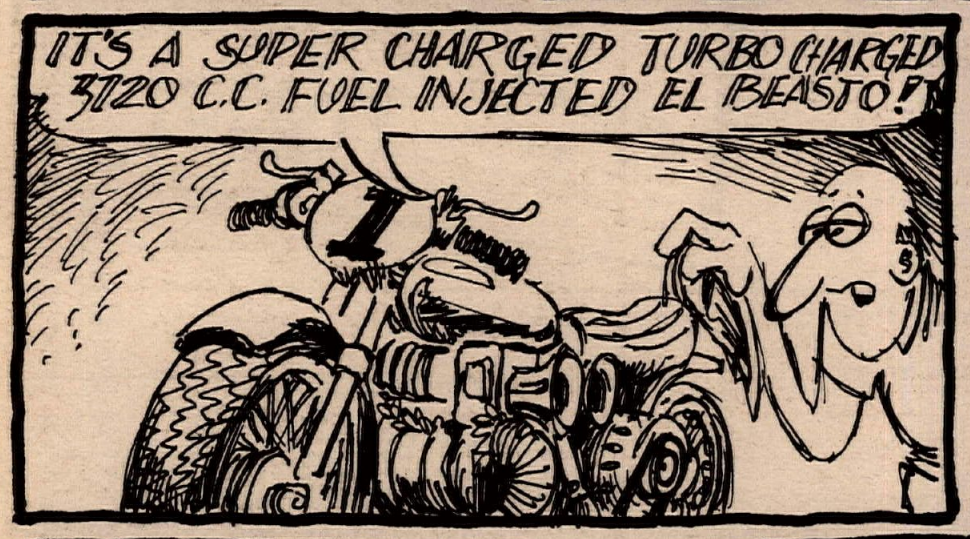
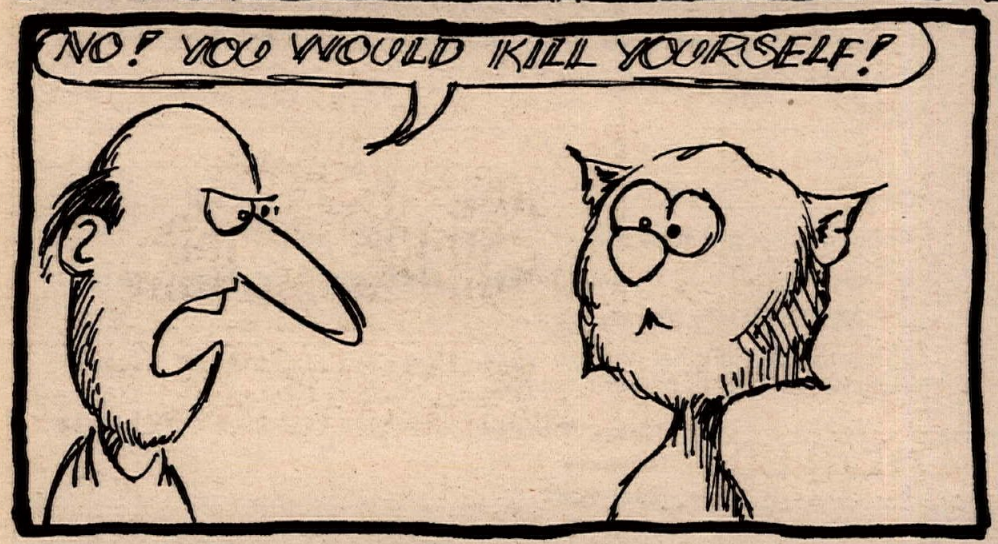
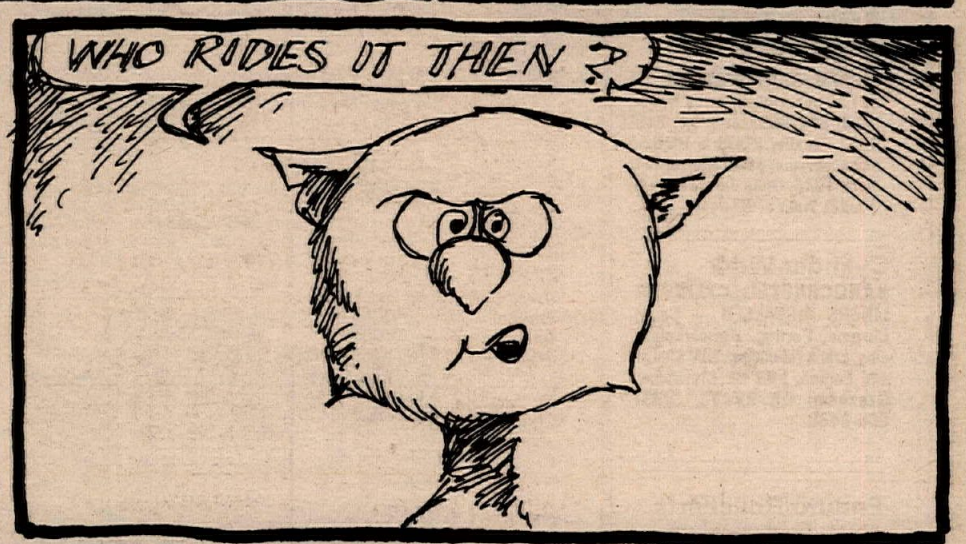
THE RIDE

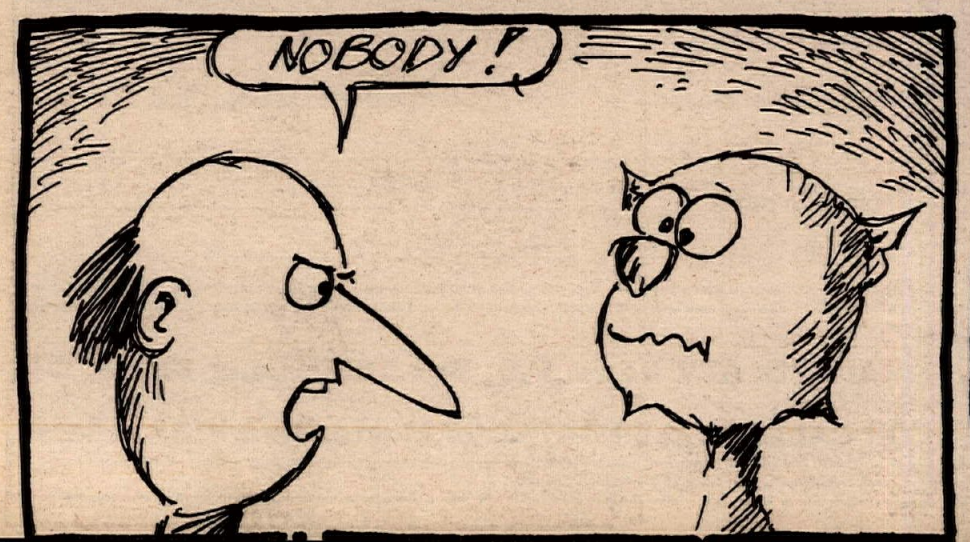


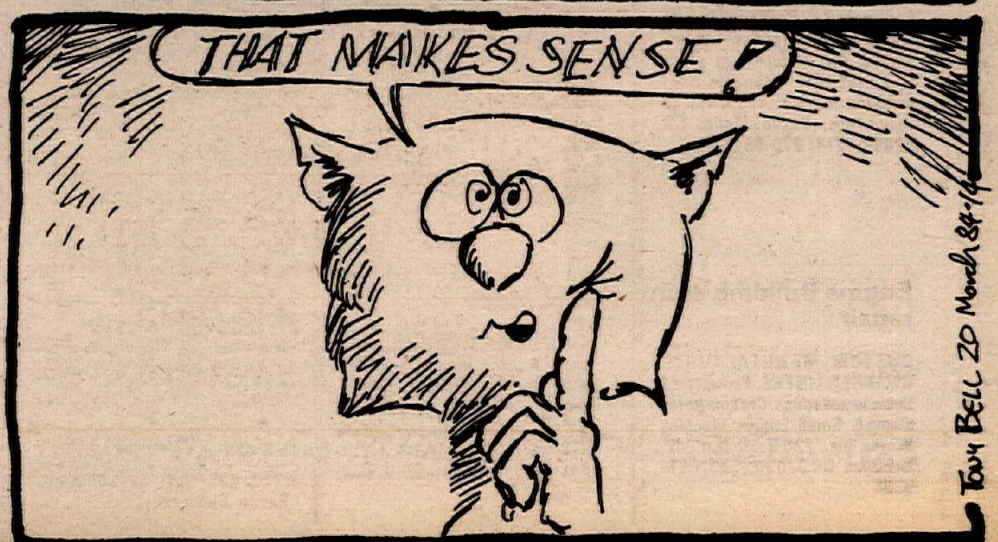












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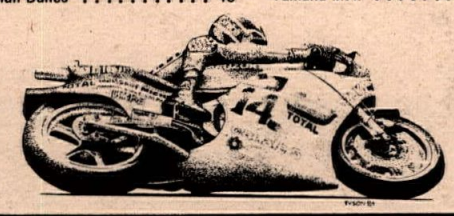
ADVERTISERS INDEX

AME . . . 45
ATV News . . . 53
J.C. Agajanian . . . 23,44
American Honda . . . 6&7,19,27,28&29,31
Anaheim Hi Siders . . . 46
Ancra Corp. . . . 48
Arai Helmets . . . 23,35
Arizona Husqvarna . . . 44
Arroyo Cycle Park . . . 45
BMW Recruitment . . . 51
Bay Area Cycle . . . 46
Baylands Raceway Park . . . 35
Bellflower Yamaha . . . 44
Bel Ray . . . 15
Burbank Yamaha . . . 47
CMC . . . 46
CRC . . . 45
Champion Moriwaki . . . 46
City Cycle Center . . . 48
Corona Raceway . . . 45
Crossline . . . 44
Cycle News Products . . . 33,41
Cycle News Subscription Info. . . . 5
Cycle Service . . . 46
Tony D MX Schools . . . 42
Deus Ex Machina . . . 44
Dr. John Frame Straightening . . 44
Double Cross Racing Assn. . . . 46
Dunlop Tires . . . 56
Esprit . . . 39
Extrude Hone . . . 51
Hercules Distributing . . . 43
Hills Ferry Speedway . . . 45
Hilltoppers M.C. . . . 47
Hi Point . . . 26,27
Hot Bike Engineering . . . 43
Husqvarna Motor Corp. . . . 50
Hy-Tech . . . 39
Indian Dunes . . . 46
International Speedway . . . 46
Hap Jones Intl. . . . 47
Kawasaki Motors . . . 13
Lemonade Kawasaki . . . 47
Long Beach Suzuki . . . 51
Mammoth M.C. . . . 45
Maxima . . . 51
Moto-X Fox . . . 48
Moto Race . . . 43,50
M/C Tire Corp. . . . 44
Motorsport . . . 26
NMA . . . 33
Neo Oil . . . 46
Othman Dist. . . . 51
Over The Hill Gang . . . 45
Performance Cycle Works . . . 48
Pro-Am Trailers . . . 48
Pro Fuel . . . 41
Richmond Kawasaki . . . 11
SRA . . . 46
Selvys Performance . . . 47
Shoei Helmets . . . 25
Smith Goggle . . . 17
Malcolm Smith MC . . . 51
Spectro of Calif. . . . 26
Stadium Motorsports . . . 46
Sunshine Cycles . . . 46
SuperTrapp . . . 35
Suzuki Country . . . 48
T & O Yamaha . . . 39
Tamm Racing . . . 25
Torco . . . 47
Tu Gee Ent. . . . 39
U.S. Suzuki Motor Corp. . . . 37
Web Cam . . . 19
Western Scooter Distributor . . . 41
Wheel Works . . . 47
Wrangler . . . 15
Yamaha Dealers Assoc. . . . 43
Yamaha Int'l. . . . 48



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Below, Indicate amount of products and circle the size.
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- ☐ MX Cat Comic Book .75
- ☐ New MX Cat T-Shirt $7.95 S M XL
- ☐ Cycle News East T-Shirt $6.95 S M L XL
- ☐ Cycle News West T-Shirt $6.95 S XL
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Bumper Banners Sticker Close Out

- ☐ "We Don't Care How The Hell They Do It In California" $1.00
- ☐ The Best Go West $1.00
- ☐ You'll See It First In California You'll See It First In Cycle News $1.00
- ☐ Send all 3 for $2.00

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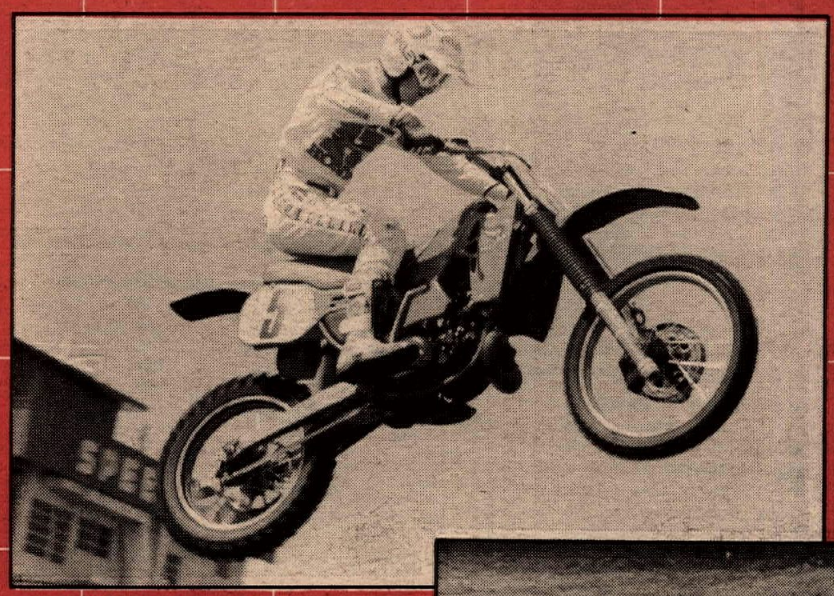
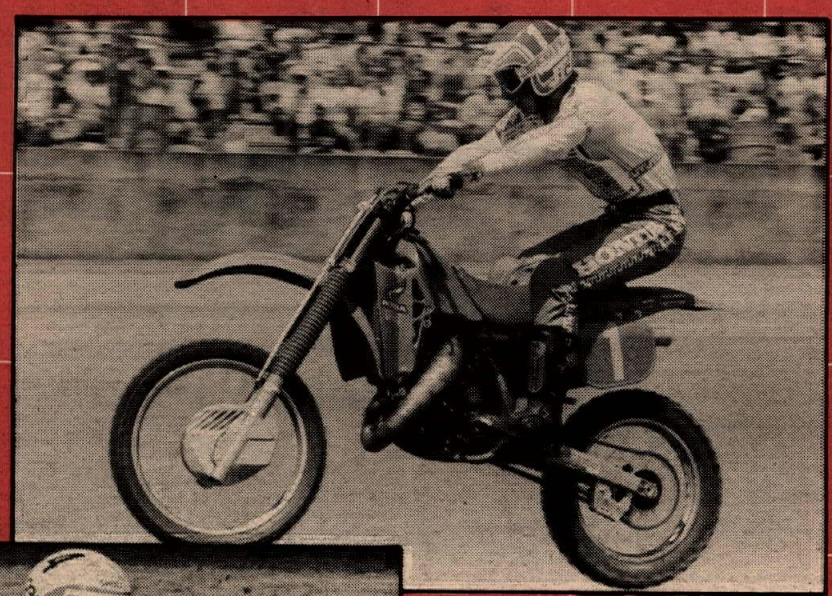
+6% Tax (CA res. only.
Los Angeles Co. res. +6½%) _____
Product Order Grand Total _____

The Legend Lives



JOHNNY O'MARA



DAVID BAILEY

JEFF WARD

Bailey, Ward and O'Mara Dominate the Dirt... on Dunlop.

Talk about a three ring circus. The Little Professor, the Green Giant, and the O'Show are riding circles around the competition.

It was David Bailey teaching school at the Daytona Supercross, Paris Supercross, and Houston Astrocross.

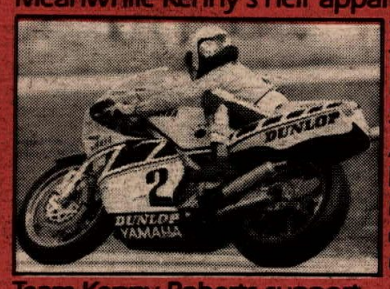
Jeff Ward had the green thumb up at Gainesville with his 125cc win, and at Talladega with an impressive Supercross win.

Johnny O'Mara took his O'Show on the road with big wins at the Atlanta Supercross, Paris Supercross, and the Saddleback 125cc.

As far as we're concerned these guys really have their act together, that's why all three ride on the legend...Dunlop.

It's good to be the King.

Kenny Roberts celebrated his Daytona victory with a little European holiday. Of course he took his Yamaha and his Dunlop tires...and while he was there he managed to win both 100-mile legs at the Imola 200 in Italy. The King was just having a little fun in the sun. Meanwhile Kenny's heir apparent, Eddie Lawson, won the first round of the World Grand Prix Formula I Championship in South Africa.



And Wayne Rainey, Daytona 250cc Formula II champ, will chase the World 250cc GP Championship with Team Kenny Roberts support...and Dunlop tires.

Winning in the Woods

Alligator Enduro - Mike Melton
Sandlapper Enduro - Kevin Hines

To all our riders who bring home the checkered flag... thanks for doing it on Dunlop.

DUNLOP...The logical choice

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